

The Hongkong Telegraph

EXCHANGE:
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WEATHER FORECAST
FINE.
Barometer 29.92.

(ESTABLISHED 1881.)

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October 10, 1916. Temperature 6 a.m. 77 2 p.m. 84
Humidity 77 64

October 10, 1915, Temperature 6 a.m. 77 2 p.m. 85
Humidity 91 69

7480 日四十月九

TUESDAY, OCTOBER 10, 1916.

二拜禮 號十月十英港香 SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS CONDENSED.

NINE STEAMERS ARE REPORTED SUNK BY SUBMARINES NEAR AMERICA. THREE SUBMARINES ARE SAID TO BE WORKING NEAR THE U.S. COAST. U.S. PAPERS ARE INDIGNANT AT PRUSSIAN WARFARE IN U.S. WATERS. U.S. PAPERS SAY THE GOVERNMENT MUST STOP GERMAN SUBMARINING. STEAMERS NEAR AMERICAN COAST ARE TAKING ROUNDABOUT ROUTES. ALL THE PASSENGERS ON THE SUBMARINED STEPHANO ARE SAFE. THE U53 TOOK SEVENTEEN DAYS TO REACH HER DESTINATION IN AMERICA. IT IS PRESUMED THE U53 INTENDED ESCORTING THE BREKEN BACK. THE RUSSIAN CONTINUE SUCCESSFUL OPERATIONS IN THE CAUCASUS. THE BRITISH ADVANCE ON THE STRUMA FRONT CONTINUES. THE BRITISH OCCUPIED THREE MORE VILLAGES NORTH OF THE STRUMA. THE RUMANIAN ADVANCE IN TRANSYLVANIA IS TEMPORARILY CHECKED. KING OF GREECE SEEKS A PREMIER AMONG POLITICAL JOBBERS. KING OF GREECE POSTPONES INTERVENTION DECISION TILL 15TH INST. ITALIAN TROOPS HAVE OCCUPIED THE EPIROTE COAST OPPOSITE CORFU. LIVELY ARTILLERY DUELS ARE REPORTED ON THE SOMME FRONT. AFTER A GAS ATTACK THE BRITISH ENTERED GERMAN TRENCHES. THE BRITISH PROGRESSED AND ESTABLISHED POSTS EAST OF LE SABS. THE GERMANS OFFICIALLY CLAIM THE CAPTURE OF BRASSO. THE JAPANESE CABINET HAS NOW BEEN RECONSTRUCTED. NEGOTIATIONS REGARDING CHENG CHIA TUNG INCIDENT ARE RE-OPENED. SWISS FINANCIERS CONSIDER RESULTS GERMAN LOAN UNSATISFACTORY.

[All telegrams appearing in large type are the latest, having been received during the course of the day. Those in small type have come through over-night.]

THE GREEK CRISIS.

Political Jobbers Summoned.

[Reuter's Service to The "Telegraph."]

October 9, 4.50 p.m.

According to telegrams from Athens, the King is summoning all discredited political jobbers in an effort to find a Premier. It is reported that King Constantine has postponed the consideration of intervention till after October 15, the date fixed by the Kaiser for the arrival of the promised reinforcements on the Macedonian front.

Italian troops are now only a few miles from Janina and have occupied the whole of the Epirote coast, opposite Corfu.

M. Venizelos had arranged to leave Crete by the steamer Atomitos, but he embarked on the Hesperia at the last moment. When the Atomitos left, she was pursued by a German submarine, but, in response to calls for help, the Allied destroyers arrived and enabled her to escape.

IN THE BALKANS.

Further British Advance.

October 2, 1.15 p.m.

A British official announcement from Salonica says:—The advance on the Struma front continues with little opposition. We occupied three more villages further north.

Enemy Claims.

October 9, 2.20 p.m.

According to messages from Amsterdam, a Berlin official statement claims the recapture of Brassó, and a Vienna official announcement claims the recapture of Szekelyud Varhely, in Transylvania.

The Rumanian Line.

October 9, 4.50 p.m.

The Times' correspondent at the Rumanian Headquarters says that the Rumanian advance in Transylvania is temporarily checked, owing to the arrival of enemy reinforcements and the fact that several divisions have been sent to Dobruja.

The Rumanians now hold a strong natural defensive line from the Predel Pass, south of Brassó, to Orsova, with the intervening mountains traversed by only a few defiles.

The Rumanians north of Brassó are still in the Marvos Valley and in touch with the Russian Left.

THE ALLIED OFFENSIVE.

Our Latest Successes.

October 9, 3.00 p.m.

General Sir Douglas Haig, in a communique, says:—We progressed and established posts to the east of La Sire, in the direction of Batte de Warlenourt.

We successfully discharged gas at different points from north of the Ancre. The enemy's reply was feeble and our patrols were able to enter the trenches and secure prisoners.

We carried out several raids on the enemy's trenches in the neighbourhood of Neuville St. Vaast and Looe, inflicting many casualties and taking prisoners.

Artillery Livelihood.

October 9, 4.35 p.m.

A Paris communique states:—The night was quiet in the north. There were reciprocal bombardments south of the Somme, and a lively enemy bombardment at Canny sur Mats, in the Rye district, to which our artillery replied.

CANADA'S IMMIGRATION PROBLEM.

October 2, 2.20 p.m.

Reuter's correspondent at Ottawa says that the Duke of Connaught was given a farewell lunch at the Canadian Club, at which the Premier paid a warm tribute to his services. The Duke said that immigration would be one of Canada's greatest problems after the war and also would be wise to insist that all immigrants should be of British origin.

TELEGRAMS.

THE NEW SUBMARINE CAMPAIGN.

The U53 in American Waters.

[Reuter's Service to The "Telegraph."]

October 9, 1.20 p.m.

Reuter's correspondent at Newport, Rhode Island, states that the U53 took seventeen days to do the voyage. She is 200 feet in length and is equipped with a particularly strong wireless apparatus, as well as two guns and four torpedo tubes. She flew the German flag and was commanded by Lieutenant Hans Rose. Her crew comprised four other officers and thirty-three men.

She was escorted into harbour by a United States submarine, and numerous visitors, including newspaper men, were allowed to inspect her.

The Commander said he did not see any hostile craft, and added that he had provisions sufficient to last for three months. He declined to say whether he was ordered to search for the Bremen.

To Escort Back the Bremen?

October 9, 1.20 p.m.

According to a New York message, the U53 emerged close to the manoeuvring American Fleet, and the Commander was astounded to learn that the Bremen had not arrived, thus giving the impression that the submarine's mission was to escort the Bremen on her return voyage. But it is reported that the U53 brought an authorisation to Count von Bernstorff to ascertain President Wilson's views on an armistice.

Stephano Passengers Safe.

October 9, 1.40 p.m.

Reuter's correspondent at New York states that all the passengers from the British steamer Stephano have been saved.

Three More Steamers Sunk.

October 9, 1.40 p.m.

Reuter's correspondent at New York reports the following additional sinkings:—The steamers Kingston (British), Bloomerwijk (Dutch) and Christian Kaudeen (Norwegian). All were saved except some of those aboard the Kingston.

American Press Indignant.

October 9, 2.00 p.m.

According to a New York message, the newspapers are indignant at the "Prussian warfare in American waters," and they urge that it is the Government's highest duty to go to any length to end it. They affirm that, if Germany desires to incur the wrath of the United States, this is the most effectual means of doing it.

Details of the Sinkings.

October 9, 2.25 p.m.

Reuter's correspondent at New York states that American destroyers are now speeding to Newport and Boston with survivors of the crew of the steamer Kingston (possibly the Kingstonian, which is unaccounted for).

The U53 left Newport on Saturday evening, and early on Sunday she encountered the American steamer Kanan. She inspected the Kanan's papers and allowed her to proceed.

At 6 o'clock, the U53 met the Strathdene and torpedoed her after the crew had taken to their boats.

The West Point was sunk at 11.45 o'clock, only ten miles south of Nantucket, and the Stephano at 4.30 o'clock, having on board ninety passengers from St. John's. Presumably the latter vessel was warned, for all got off safely and were picked up later by a destroyer.

The Stephano was still afloat late at night, but she is badly damaged.

The Kingston was sunk at 6 o'clock, and then the Bloomerwijk, which was bound from New York to Rotterdam with wheat for the Netherlands Government, and the Christian Kaudeen, which was carrying oil from New York to London.

Steamers Taking Precautions.

October 9, 2.25 p.m.

Reuter's correspondent at New York states that the news of the submarine raid spread rapidly.

Numerous steamers at various ports, ready to sail, remained in port, to which wireless warnings had been sent.

Many steamers at sea are carrying to the three-mile limit or outside the steamer lanes for roundabout routes towards their destinations.

Three Submarines at Work.

October 9, 3.45 p.m.

According to Reuter's correspondent at Newport, the Nantucket lightship reports that nine steamers have been sunk, and that three submarines are at work.

The Stephano's Assault.

October 9, 3.45 p.m.

A passenger from the Stephano states that, according to the officers, the Stephano was attacked by the U53.

FRENCH CRUISER SUNK.

October 9, 3.45 p.m.

A French cruiser was sunk on October 4. A torpedo exploded the powder magazine, and destroyed the wireless installation, isolating the vessel. Rafts, upon which were the shipwrecked, were met on October 5 by another French cruiser.

[This is the concluding portion of a message, the first part of which is not to hand]

ITALIANS REPULSE VIOLENT ATTACK.

October 9, 10.50 p.m.

An official message from Rome states:—Enemy artillery activity is increasing on the whole of our front.

A violent attack on a peak 2,450 feet high at Bassalta forced back our right wing, but the arrival of reinforcements led to the driving out of the enemy, who were repulsed with the loss of many men.

TELEGRAMS.

THE RUSSIAN DRIVE.

Stubborn Fighting Continues.]

[Reuter's Service to the "Telegraph."]

October 2, 3.45 p.m.

A Russian communique says:—Stubborn fighting continues in the direction of Vladimir Volynsk, where, in some places, we forced the enemy lines and are consolidating our gains.

We repelled an enemy offensive near Barany and fortified our newly-occupied positions in Dobrudja.

There have been continued successful operations near Chamirian, in the Caucasus.

GERMANY'S WAR LOAN FAILURE.

October 9, 1.10 p.m.

A message from Zurich says Swiss financiers regard the results of the German Loan as unsatisfactory and as even approaching a financial reverse. They point out that Germany's war expenditure to the end of September was 2,600 millions sterling, of which only 1,825 millions are covered by the four previous Loans, leaving a floating deficit of 775 millions, which will be increased at the next meeting of the Reichstag, when another war credit will be asked for.

German advices show that the Loan has received little support in industrial and commercial circles, outside war contractors. The subscriptions are mainly from agricultural sources.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

IN THE BALKANS.

Bulgars Terribly Punished.

[Reuter's Service to The "Telegraph."]

October 8, 11.55 p.m.

Reuter's correspondent at the British Macedonian Headquarters reports:—Our guns are terribly punishing the Bulgars in the Struma operations. Our losses are quite small in comparison. The Yeomanry found one region littered with enemy corpses, and counted over three hundred in one spot. Our success is a brilliant achievement. We tempted a Bulgar attack on us under ideal conditions. The enemy fell into the trap. They had to cross an open plain in full view of our massed batteries, who fully used their opportunities. The infantry also were splendid, especially in the night counter-attacks. One regiment at Jenikow tenaciously held hastily repaired trenches in the face of a deadly fire. Finally by a steady accurate rifle fire they beat off a strong attack.

French and Serbians Active.

October 9, 1.50 a.m.

An official French report from Salonica states that fighting continues from the Cerna bend to Lake Prespa. The Serbians have occupied Dobroupolje Peak, and the French have captured Kisovo in the Baba mountains.

Rumanians Repulse Attacks.

October 9, 3.15 a.m.

A Bucharest communique states:—There have been patrol encounters in Northern Transylvania. The Rumanians repulsed several attacks west of Brassó. Artillery actions are reported from the Aluta and Vulcan Passes and also from the Danube and Dobrudja.

THE ALLIED OFFENSIVE.

Somme Front Quiet.

October 8, 4.15 p.m.

A Paris communique reports that the night was rainy and there was nothing important on the Somme front. The enemy displayed little activity.

TORPEDOED OFF NEW YORK.

Another Steamer Way Laid.

October 9, 3.15 a.m.

Reuter's correspondent at New York states that the British steamer Strathdene, bound from New York to Bordeaux, has been torpedoed.

Twenty of the crew were taken aboard the Nantucket lightship.

An American destroyer flotilla has left Newport to rescue them.

West Point Afloat.

October 9, 5.15 a.m.

Reuter's correspondent at Boston reports:—The British steamer West Point sends a wireless message to the effect that she was attacked by a submarine in 40.25 N. and 69 W.

A private message says the West Point was torpedoed and is sinking. The crew have taken to the boats. The position where the attack was made is directly in the line of the transatlantic traffic.

A later message says the Strathdene was sunk at six in the morning. The West Point was still afloat early in the afternoon.

German Submarine Activity.

October 9, 10.50 p.m.

Reuter's correspondent at St. John's (Newfoundland) telegraphs that the British steamer Stephano (3,500 tons) has been torpedoed off New York.

Thirty Americans, including four women, were aboard.

TELEGRAMS.

JAPAN'S NEW CABINET.

[Reuter's Service to The "Telegraph."]

London, Received October 10.

Reuter's correspondent at Tokyo states that the new Cabinet includes Field Marshal Terauchi

as Premier and Minister of Finance, and Baron Motono as Foreign Minister. There are no changes in the Ministries of War

and Marine.

THE CHINO-JAPANESE INCIDENT.

Re-opening of the Negotiations.

London, Received, October 10.

Reuter's correspondent at Peking states that, after a long delay due to the vacancy in the Ministry of Foreign Affairs, the negotiations arising out of the Cheng Chia Tung incident have been re-opened.

It is stated that the Chinese Government has adopted a conciliatory attitude and has accepted in principle all the Japanese demands except the establishment of police stations and the employment of military advisers.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8.]

OPIUM SMUGGLING.

Another Liverpool Case.

Liverpool, Aug. 25.—At Liverpool Police Court, to-day, before the Stipendiary, Tean Sang and John Sang, two Chinese seamen of the steamer Eurydemia, were charged under the Customs Consolidation Order, one with bringing to the quay at Victoria Dock 3 lbs. of opium on the 18th August, and other with bringing to the quay 1 lb. of opium on the same date.

Mr. E. R. Booth, solicitor, appeared for the prosecution, and said that the proceedings were taken under a proclamation of May 10, which specifically extended the Act to opium.

A Customs Officer said he boarded the ship in dock at Birkenhead, and examined the store-room, finding 6 lbs. of opium concealed in a soap barrel and 1 lb. in a red lead tin. Tean Sang, who was present when witness entered the stores, disappeared when the tins were being examined.

Prisoner, who pleaded not guilty, stated that he gave the floor every assistance.

Witness, continuing, said that prisoner stated that he had only had the keys of the store-room temporarily for three or four days, but it was found, as a matter of fact, that he had had them for a few months.

John Sang pleaded guilty. His excuse was that a man owed him £3, and on asking him for the money the money the man offered him 1 lb. of opium instead. Prisoner protested that it might get him into trouble, but the man said that it would not.

Tean Sang was fined £50, and John Sang £25.

Prisoner.—We have no money. The stipendiary.—Then John Sang will go to prison for two months and Tean Sang for three months.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

New Hongkong Cinematograph—9.15 p.m.

Dairy Farm Co., Ltd.—Extraordinary general meeting: 11.45 a.m.

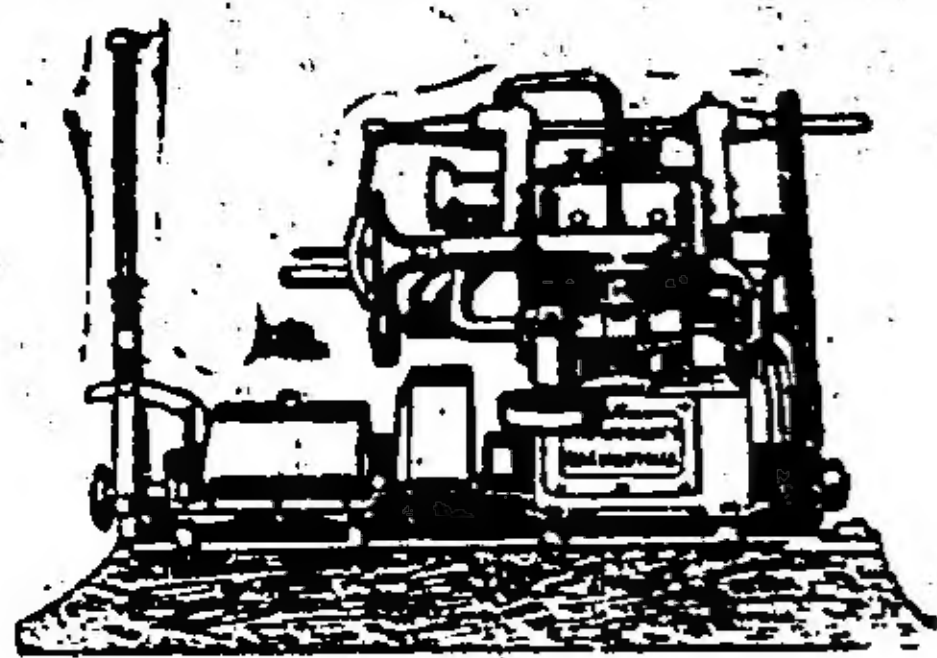
Thursday, October 12.

"Our Day" Concert.—Victoria Theatre: 9 p.m.

Friday, October 13.

Reuter's—Announcement at the City Hall: 9.15 p.m.

NOTICES.



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Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.
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Oil Drilling Cables of any size up to 3,000 feet in length.
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FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.
FIRST-CLASS RESIDENTIAL AND TOURIST HOTEL. Unrivalled for Comfort, Health and
Convenience. Telephone in Every Room; prompt connection maintained by six lines to Central.
Moderate Tariff and Excellent Cuisine. Roof Garden and Local Rooms. European Runners meets. Steamers.
P. O. PEUSTER, Manager.

GRAND HOTEL.

A first-class and up-to-date Hotel, most central location, within the vicinity of all the principal Banks.
Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European
Superior.
A first-class string orchestra renders selections from 2.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for shipping people.
For further particulars apply:—

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ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
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Splendid View of Harbour. Excellent Cuisine under Personal
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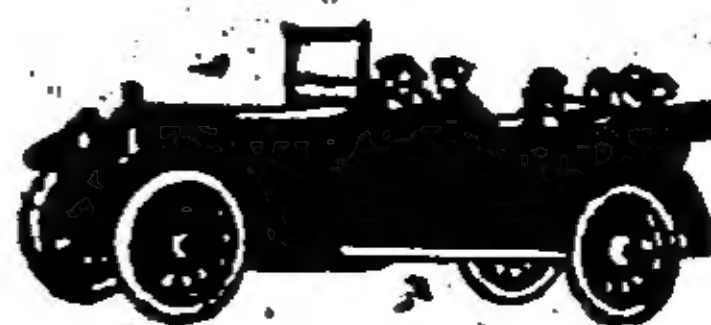
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in minimum time and to its full extent without
injury. May be kept unloaded for any length of time
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water has no injurious effect on the accumulator.
An ideal accumulator for any kind of lighting or ignition device.

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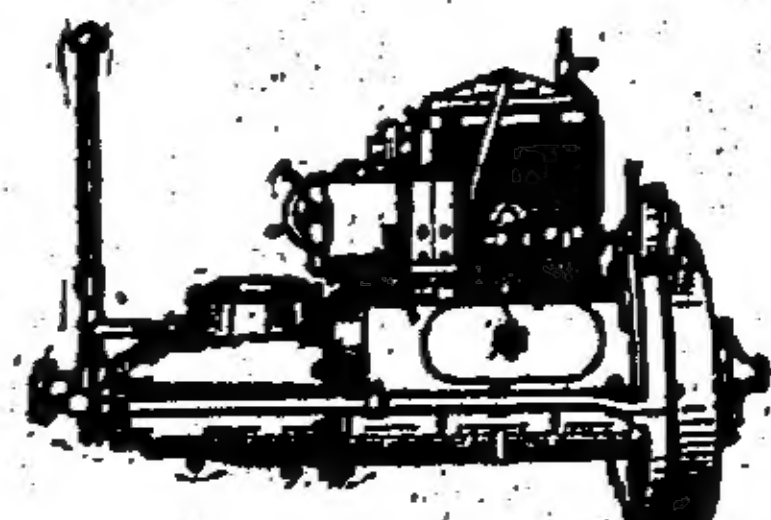


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SCRIPPS.

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ESTIMATES FREE.

GENERAL NEWS.

That Potato Harvest.

Schoolmasters have often
serious problems to solve. The
following note, containing only
one word, was recently handed
to a Thurst pedagogues:—"Cape-
town tagoastating." The missive
was tendered by one of the boys,
on behalf of a neighbour's child.
The schoolmaster was nonplussed
for the moment. But he had
received too many weirdly worded
notes in his time to allow this one
to baffle him. Albeit it was not
till the work of the school was
over and much tobacco had been
consumed that the word at last
yielded its mystery: "Kept at
home to go a tataring."

Unceremonious King and Prince.

The unceremonious way in
which the King moved about
among his troops on his recent
visit to France is described by
Sapper R. D. James, Royal En-
gineers, of Bridgend, in a letter
to his wife. "The King and
Prince of Wales paid us a visit
to-day," he says. "They came to
where Smith and I were working.
The Prince climbed up a ladder
and was talking to me for about
ten minutes. They took us by
surprise and they came along like
any ordinary officers. The Prince
asked whether I thought it was
safe to work where we were at the
time. Little did I know that I
was talking to the Princes of Wales
and I was going on with my work
in the usual way, of course, with
a cigarette in my mouth."

"Hoola Boola!"

The German official commu-
nications lately have spoken of the
British black troops fighting on
the Somme front. I believe, says
the Times correspondent at the
front, I found the explanation of
it, supposing explanation to be
necessary of a German statement.
There is a certain London
battalion which has one native
soldier, and he is very black. He
has orders so many times a day
to put his head above the parapet
and shout at the enemy: "Hoola
Boola!" It is an unpleasant job
but he enjoys it; and as he
always shouts from a different
spot in the trench the enemy is
convinced that he has confronting
him thousands of savages of the
blackest and most horrid descrip-
tion.

Why Germany is Short of Iron.

The number of Germans de-
corated with the Iron Cross of the
First Class now just exceeds ten
thousand. The decoration has
been bestowed on seventy-two
"Army leaders" belonging to ruling
houses, on 318 Generals,
seven Ministers of States, 8,469
officers, 1,365 non-commissioned
officers, 281 privates, 484 mem-
bers of crews of aeroplanes and
airships, and 635 naval men. It
has also been bestowed on 153
members of medical and veteri-
nary corps, five Army chaplains,
one Naval chaplain, three mem-
bers of the field post service, two
members of volunteer automobile
corps, and others whose rank is
not specified.

A Significant Manifesto.

The *Neuue Armeemacht Cour-
ant* reproduces a manifesto which
is being circulated in Germany,
a copy of which it received from
a German deserter. The man-
ifesto, which was printed at
Stuttgart, states that famine pre-
vails in Germany, and that as a
result there have been food riots
at Leipzig, Berlin, Charlotten-
burg, Brunswick, Magdeburg,
Coblenz, Osnabruck, and many
other places. It severely criti-
cises the Imperialistic policy
of the German Government, and
describes the allegations that
the submarine war will deprive
England of her supplies so that
she will be compelled to sue for
peace as a necessary tale for children.
Moreover, the German Govern-
ment is accused of acting criminally
in bringing about the pre-
sent war and in doing nothing to
prevent famines in the country.
Finally, the manifesto invites the
working classes to revolt, to refuse
to render service to the Govern-
ment and ruling class, and thus
to extort peace.

For a good solid meal a la
Carte or Table d'Hôte with
Wines & Liquors of the Best
ALEXANDRA CAFE

NOTICES.



WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

ITS "DRYNESS" IS A FEATURE
WHICH HAS HELPED TO GIVE THIS
DRINK THE POPULARITY IT SO
WELL DESERVES.

Pints \$1.20 Per Doz.
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TRADE



A. S. WATSON & Co., Ltd.,
AERATED WATER MANUFACTURERS.
Telephone 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$26 per annum.
Weekly issue—\$13 per annum.
The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamceen, Canton, who have been appointed our agents there.

By Order,

"HONGKONG TELEGRAPH."

BIRTH.

COSSART.—On October 9th., at 7 Queen's Gardens, to Mr. and Mrs. Louis A. Cossart, a daughter.

The Hongkong Telegraph.

HONGKONG, TUESDAY, OCTOBER 10, 1916.

CIVIL SERVANTS AND BUSINESS.

For considerably more than half a century the Government service, whether at home or in the colonies, has been a legitimate matter for jesting. "Red tape" has become an expression of which every British child knows the full meaning and the higher walks of Government employ have been commonly regarded as next door to sinecures. This was the general feeling up to the time of the outbreak of the present war. Since then, while men have felt confirmed in their old opinion in some directions, in others they have been compelled to modify that opinion and to own that there is "more in" the Government servant than one might think. The war has brought the Civil Service into stronger light than it has yet known: a light which could not show up its deficiencies without, at the same time, doing justice to whatever merits it may possess. To-day men realise that even though Dickens' "Circumlocution Office" is still not dead, intellectually speaking the service is better manned than ever before in its history, and that its faults are attributable rather to a system than to any individual or group of individuals.

The university record behind an enormous number of these men is a sufficient guarantee that they are anything but fools, and the fact that so many of them have risen to world fame subsequently, shows them to have fulfilled the promise of their youth. Practically we are justified in saying that for one positive fool that the Civil Service contains, there are fifty men of more than average brain and attainments. Then why does this service continue to be a butt, and why are so many of the Empire's governmental departments in such a bewildering muddle? In the first place, the men are too sure of their "jobs", and, in the second, they have received no definite business training. In every walk in life save Government service, a man's prosperity has to depend on himself; other men will not do his work for him while he idles, other men will not always shield him; and, if his work is not satisfactory, dismissal stares him in the face, and, with it, probably a long spell of unemployment and either dependence or poverty. But for the idle or incompetent civil servant "the sack" has no terrors, for only under most exceptional circumstances is he ever likely to be discharged. His employment is assured, and a comfortable pension awaits him.

Then the business side. For one of these men who is familiar with office routine there are a hundred who know less about it than the young clerk with only a board-school education; nay, many a Chinese office boy could give them points where a good deal of practical work is concerned. The result is confusion where there might easily be order; wicked waste of the public's time where things might easily be done with proper despatch. A writer in the London Evening Standard has made a suggestion on this point which we cordially hope will be acted upon by the Government. This is to the effect that all successful candidates for the Home Civil Service should undergo a year's training in commercial methods—particularly in the prompt handling of correspondence. If the gentleman who makes the suggestion had had dealings with some of our consular officials and with civil servants in Crown Colonies, he would not have limited it to the Home Civil Service. There is little to choose in point of impracticality between the employees of the Foreign Office, the Colonial Office and the Home Government. All are badly in need of a severe training in routine work and not one should be allowed to proceed to his appointment till he can satisfy examiners drawn from the business world, of his ability to perform ordinary office work in a thoroughly efficient manner.

The Stepano.

Germany has now added to her laurels by carrying her submarine campaign into American waters, and we would give a good deal to know what President Wilson and his immediate supporters think about it. If they will carry their minds back a little it may occur to them that Germany had given certain undertakings in regard to interference with passenger ships, and that the United States papers, only a few months ago, were full of what they termed the President's bloodless triumph over Germany. Do they now realise that such triumphs are not worth the ink and paper used in recording them? Whatever the Government may feel about it, the newspapers, judging from this morning's wires, are frankly indignant about what they term "Prussian warfare in American waters" and they inform the Government that it is its highest duty "to go any length" to end this; adding that "if Germany desires to incur the wrath of the United States, this is the most effectual means of doing so." In all likelihood this is just what Germany does rather want to do.

America and Germany.

There can be little doubt as to her anxiety to drag the States into the war, partly out of sheer obsequies—like love of creating further mischief, but mainly, of course, so that it shall be said that Germany could only be defeated by the entire world. America's best men—and fortunately some of those would no inconsiderable amount of influence—are not foolish enough to be "drawn" by such transparent tricks; nor will they, if they can help it, allow their Government to be so drawn. America does not want war, nor do the Allies need her help in an active belligerent sense. But there are a hundred ways in which she could materially assist the Entente without shedding a drop of blood or sacrificing a single man. American sympathy, from being originally pro-German in the main, has steadily veered and, during the past six months and more, has been pronouncedly with us. But this has not prevented her from coquetting with the Germans occasionally and from helping them in a variety of ways. If the Americans would forthwith declare their sympathy officially and would undertake to help the Entente Powers with—if need be—money and munitions, and under no circumstances to render help of any kind to Germany, they would be taking a useful share in shortening the war. Meanwhile how is the new submarine going to affect the Presidential election?

Immigration After the War.

The Duke of Connaught has done a wise and graceful thing in publicly identifying himself with the "no Germans need apply" movement in Canada. "Immigration," he said at yesterday's banquet at Ottawa, "is one of Canada's greatest problems, and, after the war, she would be wise to insist that the immigrants shall be of British origin." If our public men in the Homeland would take a leaf out of the Duke's book and definitely commit themselves to an opinion on this all-important matter, there might be less anxiety in the minds of the British people as a whole. Canada at least requires no better object lesson on the wisdom of allowing her territory to become a sinkhole for undesirables than that afforded by the United States—whose German population alone is in the neighbourhood of ten millions. Nor ought Britain herself to need much warning if she cares to call to mind all that she has suffered in recent years through allowing aliens to swarm into London and other towns. Primarily, as goes without saying, it is the Germans whom one wants to see rigidly barred; but there are thousands of other aliens who, though they may not hail from an enemy country, are not wanted in British territory, for the reason that they introduce dirt and disease and do anything but contribute to the general moral uplifting of the country. "The British Empire for the British" may sound cheerful; but we have had to pay a heavy price for our past universal hospitality.

DAY BY DAY.

SWEET MERCY IS NOBILITY'S TRUE BADGE.—Titus Andronicus.

The Weather.
At the Peak 8 a.m. Temp. 73; sunshiny.
Lower level 8 a.m. Temp. 78; sunshiny.

The Mails.
Siberian Mail.—Closed per a.s. Magellan at 4 p.m. to-day.
English Mail.—Due per a.s. Norge to-morrow.
Canadian and Siberian Mails.—Close per a.s. Shidzuoka Maru at 11 a.m. to-morrow.
Australian Mail.—Closes per a.s. Eastern at 3 p.m. to-morrow.
French Mail.—Closes per a.s. Paul Lerat at 10 a.m. to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 25/16d.

To-morrow's Anniversary.
To-morrow is the 517th anniversary of the institution of the Order of the Bath.

Dairy Farm Co.
The extraordinary general meeting of the Dairy Farm Co., Ltd., for the alteration of the Articles of Association is to be held at 11.45 a.m. to-morrow.

Knocked Down by a Motor.
A Chinese male has been conveyed to the Government Civil Hospital suffering injuries received through being knocked down by a motor car in Shanghai Street.

Alice Memorial Hospital.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Wah On, \$100.

Missing.
Information has been given to the Police that a man named T. Hunter, of Alexandra Buildings, is missing. He is forty-three years of age and left his address at 11, Shelly Street, three days ago, but has not been seen since.

Accidentally Drowned.
A Chinese stall-holder in the Central Market has reported to the Police that yesterday, whilst assisting in unloading fish from a boat, his foki slipped into the water and was drowned. The body has been recovered.

Washed Overboard.
The master of a junk has reported to the Police that on Saturday his boat was caught by heavy seas and dashed on the rocks at Cheung Chau. His son, aged three years, was washed overboard and drowned, and his wife was injured on the rocks. The body of the boy has not been recovered.

The Missing Woman.
A Chinese woman, living at 32, Pottinger Street, has laid information with the Police that on Saturday she entrusted another woman with a ring, valued at \$1,100, and a pair of bangles, valued at \$850, to sell for her. The woman has not been seen or heard of since, though the bangles have been recovered.

Swept It Up.
A Chinese was charged before Mr. F. A. Hazeland, at the Police Court this morning, with being in unlawful possession of a quantity of sulphur in Queen's Road West. Defendant said he had swept it up in the Street. Inspector Sullivan said the man could not have swept it up; it was all new stuff. A fine of \$10, or in default, a month's hard labour, was imposed.

Glass Furnace Causes Fire.
On Saturday a fire broke out at 3.45 a.m., at 46, Queen's Road West. The fire occurred amongst a quantity of straw which in thought to have lain near a wall, at the other side of which is a glass furnace, which heated it, causing it to catch fire. The Fire Brigade were called on the scene and were successful in putting it out, damage to the extent of \$100 being done.

Tobacco Lost Obstruction.
Inspector Sam summoned a Chinese, before Mr. F. A. Hazeland, at the Police Court this morning, with causing an obstruction by spreading tobacco leaves in such a position that they interfered with pedestrians. Mr. Hind appeared for the defence and said his client employed a lot of coolies, and it was hard to keep an eye on them all. His Worship remarked that he must keep an eye on them. A fine of \$5 was imposed.

PLAGUE PREVENTION.

What is Being Done in North Manchuria.

We have received from Dr. Wu Lien-teh a summary of the fourth annual general report of the North Manchurian Plague Prevention Service, of which he is Director and Chief Medical Officer. The following are some extracts therefrom:—

The laboratory at Harbin has been fitted with a first class electric centrifuge and other up-to-date appliances in order that Mr. Eberson may carry out his work in the most efficient manner. We have for some time been engaged on the problem of immunity in plague, which promises to bring forth some striking results in view of the wide difference which appears to exist between the poisons obtained from this and other well known disease-producing organisms. The difficulty of procuring animals for experiments in Harbin has been great and has necessarily handicapped our work.

The first annual conference of the National Medical Association of which I was Secretary last year and am now President, took place in Shanghai on 7-12 February. As in the case of the Missionary Medical Conference held the year before, the members of our Service took a prominent part by sending papers and displaying a large number of exhibits connected with plague and other kinds of infectious disease and their method of prevention. The next Conference will be a joint one consisting of the Missionary Medical Association and the National Medical Association, and will be held in Canton about the time of the old Chinese New Year. I am pleased to note the increasing interest which officials and people of this land are watching the progress of our work and our attempts to instill a public health conscience into their minds, without which modern scientific medicine can make little headway. In this regard I may mention the enthusiasm with which the scheme of a Central Model Hospital in Peking, now in course of construction, has been received by all classes, and the success which has already attended the establishment of the Peking Isolation Hospital for the reception and treatment of cases of infectious diseases.

The past year has been a quiet one for plague, which even in India and Hongkong appears to have subsided considerably. Manchuria and North China have remained entirely free from the pest, and this makes the sixth consecutive year in which the disease has not occurred throughout the Northern Provinces. The continued existence of cholera in Japan, especially Nagasaki and southern parts, has put us seriously on our guard, but I am confident that the well organised Sanitary Service of that country will be able to cope successfully with any contingency that may arise.

The serious epidemic of Acute Poliomyelitis (Infantile Paralysis) which, beginning with the city of New York, has been spreading throughout the Eastern States of America has claimed the attention of the world. Already over seven thousand cases have been reported since June with 25 per cent. of deaths. This disease is peculiar in that the micro-organism causing the disease has not been definitely isolated nor has the proper means for its prevention or treatment been found. The best physicians and scientists of America, however, are now at work on the problem, and it is hoped that before long this difficulty may be cleared up, and the epidemic stamped out.

The Senior Medical Officer at Harbin reports that patients come from all parts to be treated—some as far as 2,000 li away. Cases of infectious disease admitted include typhus, erysipelas, erysipelas, small-pox, chicken-pox, perititis, and whooping cough. Profiting by the increased knowledge obtained in the treatment of septic wounds during the present war, our Medical Officers have successfully tried new forms of treatment for these conditions.

In the research department, Mr. Eberson and I have lately carried out a series of successful investigations on the transmission of Pulmonary and Septicæmia.

P.W.D. PROSECUTIONS.

Trouble with Chinese Contractors.

Mr. A. E. Wright, of the P. W. D., prosecuted several contractors before Mr. J. B. Wood, at the Police Court this morning, with various breaches of bye-laws.

One contractor was summoned for removing stone from a retaining wall near the N. Y. K. Mess. It was pointed out there had been a collapse at this spot, and defendant had no right to take the stone. If he had continued doing so he would have made the main road unsafe. A fine \$100 was imposed.

Another contractor engaged on some work above May Road was charged with dumping rubbish on Crown land. Mr. Wright said defendant had been given a permit to put the rubbish, which had accumulated owing to a subsidence which occurred after the heavy rains in June, on a plot of land some distance further than that upon which he had placed the debris. To save himself the trouble he had got rid of it as close to the work he was engaged on as he possibly could. He was told to remove it and when asked later if he had done so he replied that he had. An Inspector later visited the spot, but none of the rubbish had been taken away. The cost of removing it would be \$60 or \$70. Some of these people were a great nuisance. A fine of \$25 was imposed, and on order made that defendant should have the rubbish removed in the course of a fortnight.

Plague among marmots. Our results obtained so far are embodied in a paper which will be published simultaneously in England and America. The discovery that marmots, like human beings, are able to transmit plague themselves by coughing, i.e. through the respiratory tract, raises a question of the utmost importance, in that other susceptible domestic animals like the rat, mouse, cat etc., may do the same. We have also been able to establish the fact, hitherto denied by many workers, that marmots can take plague by feeding upon infected organs. Our experiments regarding plague transmission through the agency of ticks, have been limited in number owing to the scarcity of animals, but we have evidence to prove that as far as the marmot is concerned, the tick which is frequently the only parasite infesting its skin, is as capable as the flea in conveying the disease from animal to animal. The above discoveries open up a wide field for further investigation, and we hoped in the course of another year to complete the work we have in hand regarding the possibility of applying to plague victims a more potent serum than any at present available.

In conclusion I may record the great advance in municipal undertakings which has been noticed in the Chinese and Russian parts of Harbin during the past year. In spite of the war and increased cost of living, wealth has increased by leaps and bounds among the mercantile classes, and the Chinese city of Fuchien can scarcely be recognised owing to the large number of fine brick buildings which have taken the place of the mud or wooden huts of plague times. The extensive area of land lying between the settlement bridge and the entrance to the Chinese city has been reclaimed and sold in building lots, mainly to Chinese business men. In this way millions of troubles have been realised for municipal improvements, such as the laying of fine macadamised streets, construction of open drains and improvement of street lighting. The Chinese city is also to the fore, and two steam rollers (one of Belgian and the other of Japanese manufacture) have been bought for laying out proper macadamised roads in place of the irregular loose earth which has up to now been the principal feature of the thoroughfares. One of the new roads in contemplation leads direct to our hospital. A new era of prosperity has undoubtedly set in, and it is earnestly hoped that our public health work may go hand in hand with it.

YESTERDAY'S CRICKET.

H.K.C.C. Beaten by "The Rest."

After a day's most enjoyable cricket, the match in which the Hongkong Cricket Club were playing "The Rest" yesterday ended in favour of the latter combination, in spite of the fact that a heavy score was made by the Club. At the fifth interval, up to which time we reported matters yesterday, the Club only had four wickets down for 232, but it was early after resumption that a rot set in and the tail end of the Club's eleven failed to make any stand. The total made by them was 279, and a fact which is no compliment to the fielding of "The Rest" the extras amounted to the high figure of 58.

"The Rest" started excellently, Dewar 37, Marley 23, and Wickett 41 showing that the game was going to be a close one. But the display of the day was given by Commander Gibson, whose 92 were made in perfect style. It was hard luck that he got caught when the century mark was so close in sight. Good scoring followed but "The Rest" were some way behind when the last man but one went in. He with his partner succeeded, however, in knocking off the required runs, and when the Club's score had been passed by six, the innings was declared closed. "The Rest" thus winning by six runs and two wickets. Everyone voted the day a real success. The scores were as follows:—

H. K. C. C.

T. E. Pearce c Dewar b Redmond ... 69
J. Stalker st. Hopper b Hamilton ... 39
E. H. Taylor c Hopper b Bird ... 19
F. Syme-Thomson b Gibson ... 18
A. H. Claxton b Bird ... 27
M. M. Mass c Dewar b Gibson ... 35
C. Bewick b Wickett ... 1
Lt.-Col. Morgan b Wickett ... 3
R. Kennedy c Hopper b Bird ... 6
B. P. Thurfeld b Bird ... 3
N. Wright not out ... 1
Extras ... 58

Total ... 279

BOWLING.

Kay ... O. M. R. W.
Bird ... 195 3 41 5
Wickett ... 11 3 41 2
Braga ... 5 0 19 0
Hamilton ... 5 0 21 1
Marley ... 8 0 21 0
Gibson ... 7 0 31 1
Redmond ... 5 1 19 1

The Rest.

Capt. B. N. Dewar c Kennedy b Mass ... 37
G. E. Marley c Morgan b Stalker ... 23
R. O. Wickett run out ... 41
Commandr. Gibson c Stalker b Pearce ... 92
Major Robertson c Claxton b Stalker ... 0
J. V. Braga b Pearce ... 22
P. A. Redmond b Claxton ... 9
E. W. Hamilton not out ... 24
R. E. O. Bird not out ... 2
Sergt. McGregor c Wright b Pearce ... 22
Extras ... 13
Total ... 285

Pte. R. W. Hopper did not bat.

BOWLING.

Syme-Thomson ... O. M. R. W.
Taylor ... 7 2 14 0
Mass ... 3 1 15 0
Bewick ... 4 0 32 1
Stalker ... 5 2 8 0
Pearce ... 14 1 81 2
Morgan ... 9 2 46 3
Thurfeld ... 5 0 34 0
Claxton ... 11 0 52 1

LANGKAT OUTPUT.

Meers, Benjamin and Potts advise us that the Langkat output is as follows:—

October 1 ... Tons 146
" 2 ... 122
" 3 ... 112
" 4 ... 181
" 5 ... 137
" 6 ... 118
" 7 ... 118
" 8 ... 107
" 9 ... 116

Total to 9th inst. 1,077

Daily average 119.66

COMPANY REPORT.

The Dairy Farm Company Ltd.

The report of the above Company, for presentation to shareholders at the twentieth ordinary yearly Meeting, to be held at the Company's depot, 2, Lower Albert Road, on Monday, October 30, at noon, states:—

The Directors herewith present to the shareholders a statement of the Company's accounts for the year ended July 31, 1916. The profit for the year, after allowing for bad and doubtful debts, and providing for directors' and auditors' fees, amounts to \$125,013.33 from which it is proposed to pay a dividend of three dollars per share, absorbing \$120,000; and to carry forward \$5,013.33.

Rev. Father L. Robert was invited to join the Directorate and his appointment requires confirmation at this meeting. W. S. Brown, Esq., and Rev. Father L. Robert retire by rotation but are eligible for re-election. Dr. J. W. Noble and Mr. W. S. Brown have been granted leave of absence.

Mr. J. Scott Harston resigned the Board of Directors but was later invited to act for Dr. J. W. Noble during the latter's absence on leave. The appointment requires the shareholders' confirmation.

Audit.—The annexed accounts have been audited by Mr. J. Hennessey Setb, A. S. A., in the absence of Mr. H. Percy Smith, F. C. A., who offers himself for re-election.

FRANCIS MAITLAND.

Chairman.

Hongkong, October 2, 1916.

Profit and Loss Account.

To Directors' and Auditor's Fees ...	\$ 2,750.00
To Repairs and Renewals ...	8,485.49
To Land Cultivation and Improvements ...	802.95
To Loss on Subsidiary Coins ...	1,722.48
To Interest &c. ...	3,850.44
To Bad and Doubtful Debts ...	1,535.20
To Balance ...	125,013.33
	\$143,959.89

By Balance brought over from last year \$	1,315.92
By Scrip Fees ...	36.00
Bad Debts recovered ...	6.63
Profit on Investment of shares ...	10,804.50
By Balance of Working Account ...	131,796.94
	\$143,959.89

Capital:—	
40,000 Shares at \$7.50 each ...	\$300,000
Less \$1.50 per share not called up ...	60,000
	240,000.00

Cattle Reserve ...	80,000.00
Fire and Typhoon Insurance Fund ...	44,000.00
Equalization of Dividend Fund ...	20,000.00
Accounts Payable ...	90,022.19
Balance of Profit and Loss Account ...	125,013.33
	599,035.52

ASSETS.	
Cattle ...	129,885.30
Buildings and property ...	207,374.19
Furniture, fittings, machinery and stores ...	53,041.13
Steam launch and motor boat ...	10,700.00
Share investments ...	38,410.00
Accounts receivable ...	82,894.33
Stock on hand ...	76,730.57
	599,035.52

M. MANUK.

Secretary.

F. MAITLAND.

Directors.

Report that I have audited the above balance sheet with the Vouchers of the Company, in Hongkong, and in my opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs on July 31, 1916, according to the best of my information and the explanations given, and as shown by the books of the Company. I have obtained all the information and explanations I have required.

J. HENNESSEY SETB, A.S.A., Auditor.

Hongkong, September 14, 1916.

CANTON NEWS.

(From our Own Correspondent.)

Cheung Han Yim.

Canton, October 8.

After the disturbances in and around Canton had been settled, Sham Chun-buen was settled to the President asking to be relieved from his office as Commander-in-Chief of the forces of the two Kwangs. He also made several recommendations for appointments to various offices. One of the last recommendations made by him was that Cheung Han-yim be asked to take the place of Civil Governor of Kwangsi. This has been acted upon favourably by the Central Government. Kwong Kwan Railway Guards. The policemen who have been on duty at the stations of the Kwong Kwan railway were formerly under the control of the merchants. An order has just transferred them to the supervision of the officials. This action was so unwelcome to the railway Superintendent that he accordingly dissolved the organization of the stations and relieved the police of all duties in connection therewith. He is now reorganizing them without the old guards.

Property of Li Lich-kwan. In 1912 the property of the family of General Li Lich-kwan in Kwangsi was confiscated by the government. Now General Li's father has petitioned the magistrate of Mo Ling to return the confiscated property. His request was transferred to the Civil Governor, who has granted the prayer of the petitioner.

Explosion in General's Yamen. Since the departure of General Lung, the Civil Governor has had a number of workmen cleaning the Yamen for the arrival of General Luk. On October 6 a workman was cleaning away a heap of rubbish in one of the parlours when a bomb exploded, wounding the man seriously about the head and body. He was immediately sent to the Kwong Wa hospital, and it is feared his wounds are fatal.

Robbery in Sai Kwan. On the night of the 4th inst. four men entered a house at 236 Hing Lung Sam Street, bound and robbed at the point of pistols all the people in the house and got safely away with the booty, amounting, it is reported, to more than \$600.

Kuen Lam Shan. Kuen Lam hill is a beautiful place, formerly much frequented by tourists and natives who desired to take a day's outing under the trees. But for the past two years it has been forbidden ground to any but the chosen few. Three rows of heavy walls have been built around it and the defences have been strengthened beyond description. Now it is once more thrown open to all, and the number of visitors in the past few days has been very great. All gates are wide open and much curiosity is shown in examining the place which has been deemed by military authorities as impregnable.

The Colony's Health. The return of communicable diseases for last week shows that there were five cases of small pox (all Chinese; one imported); four of diphtheria (one Scotch, one Indian and the rest Chinese); four of enteric fever (one Portuguese and the rest English); and one of puerperal fever (Chinese). Three of the small-pox and one of the diphtheria cases ended fatally.

NOTICE.

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING OF THE SHAREHOLDERS in the above COMPANY will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, October 30, at 12, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to July 31, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, October 14, to WEDNESDAY, November 1, 1916, both days inclusive.

By Order.

M. MANUK.

Secretary.

CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENALDER,"

From SWANSEA, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent. All claims against the steamer must be presented to the Under-signed on or before the 20th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, October 6, 1916.

TOYO KISEN KAISHA.

s.s. "NIPPON MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS and SHANGHAI.

The above named steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside. Cargo remaining undelivered on October 11, at noon, will be landed at Consignees' risk and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all cargo remaining undelivered on October 14, at 5 p.m.

No Fire Insurance whatever will be effected. No Claim will be recognised after the goods have left the steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on October 13, at 10 a.m. No Claims will be recognised if filed after October 29, 1916.

T. DAIGO, Agent.

Hongkong, October 9, 1916.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP

COMPANY, LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"PYRREUS,"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after October 10.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon.

No claims will be admitted after the goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th October, will be subject to rent.

All Claims against the Steamer must be presented to the under-signed on or before the 30th October, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 9, 1916.

DAIRY FARM NEWS.

OUR MOTTO

"QUALITY"

IS AMPLY DEMONSTRATED BY OUR SUPPLY OF PURE FRESH MILK.

FRESH CREAM.

STERILIZED MILK.

(FOR TRAVELLERS GOING ABROAD).

SOURD MILK.

(FOR THOSE OF LIGHT DIGESTION).

SAKURA BEER



SOLE AGENTS:
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

TO-DAY'S ADVERTISEMENTS.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP
COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co.'s steamer

"AJAX,"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after Oct. 10.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 16, will be subject to rent.

All Claims against the steamer must be presented to the under-signed on or before Oct. 30, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 9, 1916.

TECHNICAL INSTITUTE.

The Institute will re-open on MONDAY, the 13th of October. Copies of Prospectus and entry forms may be obtained on application to the Director of the Institute at the Education Department, Hongkong, October 13, 1916.

NORTH BRITISH

AND

MERCANTILE

INSURANCE CO.,

THE OCEAN MARINE

INSURANCE CO., LTD.

AND

THE RAILWAY PASSENGERS

ASSURANCE CO.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

Agents.

Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

AGENTS.

COAT SWEATERS

STOCKED IN WHITE, GREY, KHAKI AND HEATHER MIXTURE.

WOOLLEN

MUFFLERS

in

WHITE

and

COLOURS.



FLANNEL

TROUSERS

in

WHITE

and

GREY.

DARK GREEN and NAVY BLUE

FLANNEL BLAZERS.

MACKINTOSH & CO., LTD.

Men's Wear Specialists,

10, DES VŒUX ROAD.

WM. POWELL, LD.

Telephone 346.

SPECIAL DISPLAY

OF

CRETONNES.

SEE WINDOWS THIS

WEEK-END.

THE LATEST AND MOST
ARTISTIC DESIGNS.

COLUMBIA RECORDS

MADAME

CLARA BUTT

IN

THE SONG THAT THOUSANDS LOVE!

X 228 "THE ROSARY"

WITH PIANO, ORGAN, AND BELLS.

PRICE \$2.75

ANDERSON MUSIC CO., LTD.

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CLIFFORD WILKINSON'S

TANSAN

IN FULL SWING

THE ONE AND

ONLY MEDICINAL

WATER FOR ATHLETES

SOLE AGENTS:—

CANDE, PRICE & CO., LTD.,

Tel. No 135. 6, Queen's Road Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NORE Capt. D. Asbury	noon 12th Oct.	Direct Service.
LONDON & Bombay via S'pore, Pang, C'bo, Port Said and Marseilles	NOVARA Capt. H. B. Hetherington, R.N.R.	noon 20th Oct.	Connecting at Colombo with Mail Steamer MOREA.
SHANGHAI, Moji and Kobe	NYANZA Capt. J. Gaunt, R.N.R.	about 25th Oct.	Direct Service.
LONDON via S'pore, Pang, C'bo, Port Said & Marseilles	NORE Capt. D. Asbury	noon 3rd Nov.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office, Hongkong, 7th Oct., 1916.
E. V. D. Parr, Acting Superintendent.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC
To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway.Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.
Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.EMPRESS OF RUSSIA and EMPRESS OF ASIA
16,800 tons Gross Register. Quadruple Screw. Speed 21 knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

EMPRESS OF RUSSIA 2 Nov. EMPRESS OF RUSSIA 28 Dec.
Monteagle 7 Nov. Empress of Japan 10 Jan.Empress of Japan 15 Nov. Monteagle 3 Feb.
EMPRESS OF ASIA 30 Nov.Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing List, etc. please apply to

P. D. SUTHERLAND, General Agent, Passenger Department, Hong Kong.
J. H. WALLACE, General Agent, Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Gregory Apar," tons 4,674, Capt. will be despatched for Shanghai, Kobe & Moji on the 24th instant.

WESTWARD.

The S.S. "Japan," tons 6,013, Capt. J. R. O'Sullivan, will be despatched for Singapore, Penang, Rangoon & Calcutta on the 15th inst.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Oct. 6 1916

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.For LONDON Steamer City of Manila 18th October.
Steamers proceed via Cape of Good Hope.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,
General Agents,or to REISS & Co. Canton
Hongkong, 9th Oct., 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe	Fushimi Maru Capt. Irizawa T. 21.00	FRI, 20th Oct., at noon.
VICTORIA, B.O. and SEATTLE via Shanghai, Moji, Kobe, Yokohama, Shimidzu, and Yokohama	Hirano Maru Capt. Fraser T. 16.00	THURS, 2nd Nov. at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Shidzuoka Maru Capt. Noma T. 12.50	WED, 11th Oct. at noon.
CALCUTTA via S'pore, Penang & Rangoon	Kamakura Maru Capt. Kawajima T. 12.50	TUES, 31st Oct., at noon.
BOMBAY via S'pore, Malacca & C'bo	Nikko Maru Capt. Takeda T. 9.60	FRI, 13th Oct., at 4 p.m.
SHANGHAI, Moji and Kobe	Aki Maru Capt. Yoshitawa T. 13.50	TUES, 14th Nov. at 11 a.m.
KOBE	Colombo Maru Capt. Nomura T. 10.00	WEDNESDAY, 18th Oct.
NAGASAKI, Kobe and Yokohama	Bombay Maru Capt. Shinohara T. 8.00	THURSDAY, 19th Oct.
SHANGHAI, Kobe and Yokohama	Rangoon Maru Capt. Kobayashi T. 8.00	THURSDAY, 19th October.
	Jinsen Maru Capt. Takahashi T. 8.00	FRIDAY, 13th Oct.
	Aki Maru Capt. Yoshikawa T. 13.50	FRI, 13th Oct., at 10 a.m.
	Kaga Maru Capt. Tozawa T. 12.50	WED, 11th Oct., at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, Yokohama, Sa. Francisco, Panama and Colon	Tsuyama Maru T. Date Tons 15,000	FRIDAY, 20th October.
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* Wireless Telegraphy.

Telephone Nos. 292 & 293.

NIPPON YUSEN KAISHA.

B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Nippon Maru	11,000 - 15 knots	17th Oct. at 10.30 a.m.
Persia Maru	9,000 - 14 knots	2nd Dec.
Siberia Maru	13,000 - 18 knots	13th Dec.
Tenyo Maru	22,000 - 21 knots	19th Dec.

Korea Maru 13,000 - 18 knots
1st class to London G\$48 (£71.10.0), return G\$619. (£122).to San Francisco G\$150, return G\$437.50.
* For the voyage the 1st class Maru will call at Honolulu.

Via Manila, Omitting Shanghai. * Cargo only. * Proceeding to South America Ports.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Pacific Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.
Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELOS, BALBA, CRUZ PANAMA, CALLAO, IQUIQUE and VALPARAISO, THENCE BY TRANS-ANDINIAN ROUTE TO BUENOS AIRES, ETC.Steamer Seiyu Maru 14,000 - 13 knots
Leave Hongkong 9th Nov. at noon.

For Full Particulars as to Passage & Freight, apply to T. DAICO, Agent, KING'S BUILDINGS.

Telephone No. 291.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without notice.S.S. Tisondari 12th Oct. S.S. Tjikembang 12th Dec.
Karlmoen 11th Nov. Arakan 11th Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to—
JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCOVIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.
NOVEMBER 11 - JANUARY 18, 1917.AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For Steamer Date of Departure
VLADIVOSTOK Merionethshire 26th October.TRANS-PACIFIC SERVICE.
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.For freight and further particulars, apply to
JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HAIPHONG	Kailong	11th Oct. at 10 a.m.
MANILA, CEBU & ILOILO	Chinhua	12th Oct. at 11 a.m.
SHANGHAI	Sinkiang	12th Oct. at 4 p.m.
SHANGHAI	Anhui	15th Oct. at d'light.
TIENSIN	Huichow	17th Oct. at noon.
SHANGHAI	Luchow	17th Oct. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	17th Oct. at 4 p.m.
SHANGHAI	Shantung	19th Oct. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenau," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.Telephone No. 36.
Hongkong Oct. 10, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave on or about	For
Tijlajap	KOBE	in port	12th Oct.	JAVA & MAKASSAR
Tijlaroom	JAVA	in port	14th Oct.	SHANGHAI
Tijliwong	JAVA & MAKASSAR	in port	15th Oct.	KOBE

* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN, Agents.

Telephone No. 1574.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern		11th Oct. at 4 p.m.
St Albans	21st Oct.	10th Nov. at 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to
Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High-Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 8 to 10 days.)

Steamship Captain Leaving.

Haiphong... J. W. Evans... FRI, 13th Oct. at 2 p.m.

* (Amoy Passengers only.)

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to
Douglas Lapraik & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship	On
SHANGHAI via Swatow	Wingsang	Tues, 10th Oct. at d'light.
MOJI & Kobe	Hopsang	Tues, 10th Oct. at 3 p.m.
SANDAKAN	Hinsang	Wed, 11th Oct. at noon.
W'WEI & Tientsin	Chipsing	Thur, 12th Oct. at d'light.
SHANGHAI	Kwongsang	Thur, 12th Oct. at d'light.
HOIHOW & Haiphong	Taksang	Thur, 12th Oct. at 7 a.m.
S'PORE, Pang & C'utta	Namsang	Thur, 12th Oct. at noon.
MANILA	Yuensang	Sat, 14th Oct. at 3 p.m.
MANILA	Loongsang	Sat, 21st Oct. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Pooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kamsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 15 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

LOG BOOK.

Italian Shipbuilding Scheme.

The London correspondent of the "Liverpool Daily Post" writes—

"The leading Italian shipbuilders and owners have decided to form a syndicate of shipbuilders, who will at once begin work to increase the efficiency of the Italian mercantile marine. This decision has been come to as a result of the promises of support which they have received from the Italian Government in connection with the movement to relieve shippers from the burden of high freight rates. The nature of the support is indicated in a statement which I have obtained from an official source here, and may be summarised as follows:—Ships bought outside of Italy by subjects or companies of Italian nationality within the next two years will be exempt from taxation for a period of three years. Ships built in Italy during the same period will be exempt taxation for four years. The materials for such ships will be permitted to enter free of duty, and subsidies will be paid of £3 6s 8 1/2 a ton on the hull and £4 on machinery. Ships built under the provisions of a recent Act of the Italian Parliament will be liable, however, to requisition by the Government for one year, and such ships must also remain under Italian registration for five years. It is expected that the building up of the merchant marine of Italy will lead to a large extension of Anglo-Italian commercial relations. The Italians are anxious to transfer to Great Britain as much as possible of the trade hitherto done by Germany, and the time to realise this desirable object is now, because after the war German competition will undoubtedly be renewed with the utmost vigour."

Fire-Proof Ships.

In the course of a letter to the "Daily Telegraph," a correspondent of that paper thus writes:—

"While it is admitted that so long as ships carry mixed cargo, most of which is combustible, fires will occur and will need fire-fighting appliances so that they may be extinguished as rapidly as possible and with the minimum of loss, the fact remains that to the present day, in the construction of large cargo-carrying and passenger vessels, large quantities of inflammable materials are used, notwithstanding the fact that completely incombustible and fire-resisting materials can quite well be used in their place. In shipping papers from time to time, particularly after the disastrous fire on the Volturno, it was brought out that in the insulation of cold storage chambers or refrigerated holds of ships it had been the practice to use very highly combustible materials, such as charcoal or cork, as the insulating or non-conducting medium, and it was pointed out that one or other of these materials packed behind the lining of the holds of the vessels formed a very complete train along which fire could rapidly spread; in such cases, even if the cargo itself were incombustible here in the construction or fitting out of the ship itself was a fuel which, if a fire should get started, would spread and greatly add to the configuration. Since these facts were brought to light I am given to understand that some of the more progressive shipowners and shipbuilders have adopted the use of incombustible materials in place of the inflammable ones referred to. But, as with many other things in this country, we are very slow to move or to adopt improved methods when others less scientific and less life-conserving have been the custom for a number of years. As with the provision of sufficient boats to rescue the unhappy passengers in case of a maritime disaster, so I suppose, will it be with the construction and fitting out of ships. Wherever it is possible to use an absolutely incombustible and fire-resisting material in place of one that will burn or feed a fire, the fire will have a law or regulation insisting upon it being done in the right way before it will, on the initiative of the shipowner, come generally into being."

Formerly of H. and S. Bank.

The death has taken place of Mr. Robert Wilson, of Esplanade, Bagele, Kintore, formerly manager at Colombo of the Hongkong and Shanghai Bank.

THE ALEXANDRA OAF.

Just arrived, Large Shipments of Choice Hams.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The s.s. "J. A. JACOB."

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.

Next departure from Hongkong: October 25, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to:-

York Building, Tel. 1574.
Hongkong, 29th May, 1916.JAVA-CHINA-JAPAN LIJN.
Agents.PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons Each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong.

s.s. "ECUADOR" October 14, 1916.
s.s. "VENEZUELA" ...
s.s. "COLOMBIA" ...

These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. For further information, rates, literature, schedules etc., Apply to:-

ALEXANDRA BUILDINGS,
Chater Road.
Telephone No. 141.

NOTICES.

WELLS FARGO & CO.
EXPRESS.FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. Phone No. 1500.TAIKOO DOCKYARD,
BUILDERS OF SHIPS, ENGINES,
BOILERSOf all Types and Sizes. Repairers, Salvors,
Forgemasters, Brass and Iron Founders,
Electrical and Mechanical Engineers.

GRAVING DOCK.

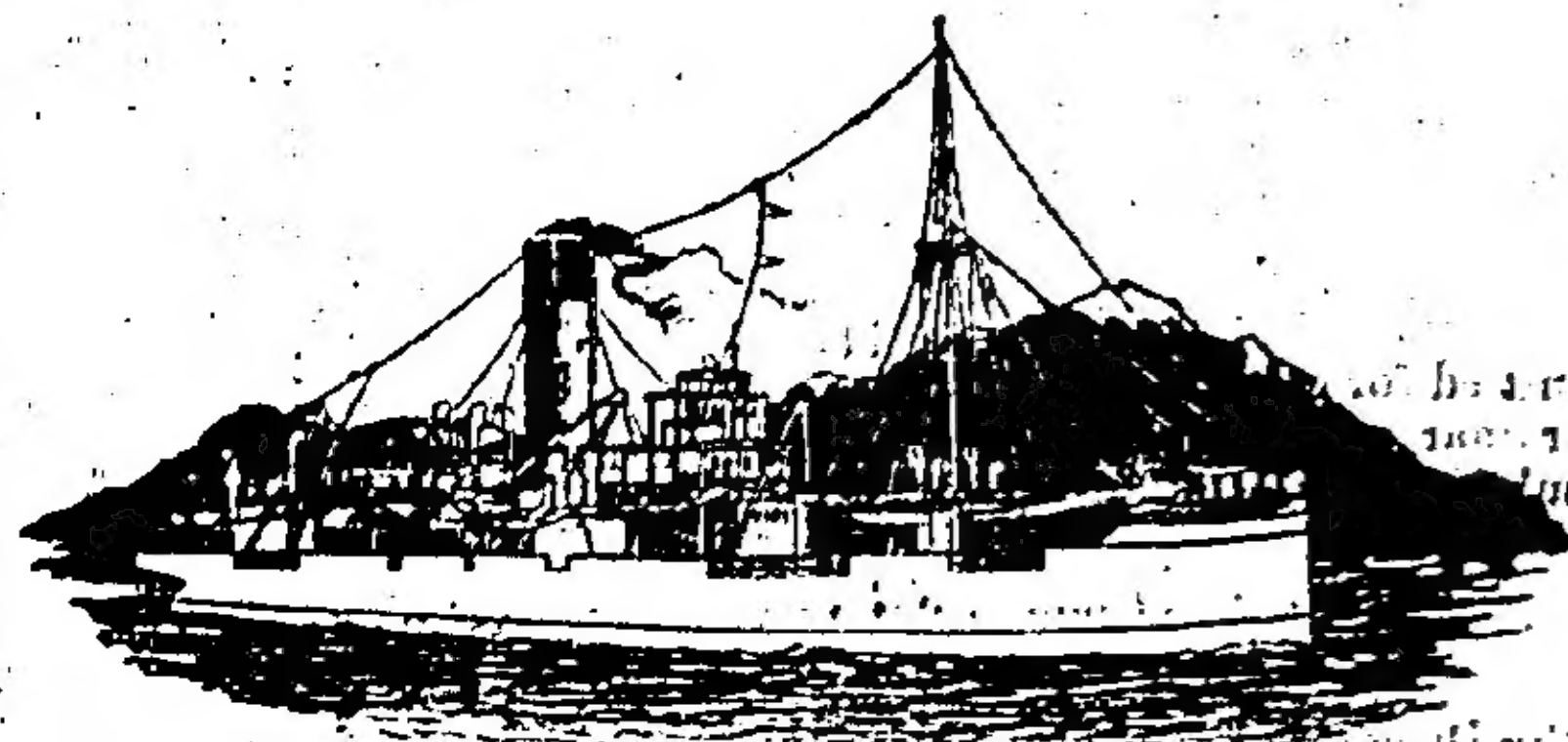
78' x 88' x 34'-6"

PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement.

ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "KAJANG" launched April, 1916.

OXY-ACETYLENE

and Electric Welding Systems.

AGENTS FOR:-

JOHN I. THORNYCROFT & CO., LTD.

Mr. ROXBURGH, Manager, THORNYCROFT'S Representative, is at present in Hongkong and may be seen by appointment.

Marine & Road Motors, Light Draft Carriers,
Gunboats, Speedy Launches, Harbour Craft,
Houseboats and Pleasure Craft of every description.
Motor Pumping Sets, Motor Vehicles, &c.THE TAIKOO DOCKYARD AND
ENGINEERING COMPANY,
OF HONGKONG, LIMITED.
BUTTERFIELD & SWIREHONGKONG, CHINA & JAPAN, AGENTS.
Tel. Address "TAIKOODOCK" Tel. No. 212.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Ports	Demodocus	B. & S.	14, Oct.
London via Cape Town	C. of Manila	B. L. Ltd.	8, Oct.
London via Cape Town	Fushima M.	N. Y. K.	20, Oct.
London via Ports	Novara	P. & O.	20, Oct.
London via Ports	Neleus	B. & S.	20, Oct.
London via Cape Town	Hirano M.	N. Y. K.	2, Nov.
London via Ports	Nore	P. & O.	3, Nov.

NEW YORK, SAN FRANCISCO AND CANADA

Victoria B.C. via Japan	Shidzuoka M.	N. Y. K.	11, Oct.
San Francisco via Japan	Tjis ndari	J.C.J. L.	12, Oct.
San Francisco via Japan	Equador	P. M. S. S.	14, Oct.
South American Ports	Ikomisan M.	T. K. K.	15, Oct.
San Francisco via Manila	Nippin M.	T. K. K.	17, Oct.
Seattle via Japan	Irion	B. & S.	17, Oct.
Boston and New York	Newby Hall B. L. Ltd.		20, Oct.
New York via Panama	Tsuyama M.	N. Y. K.	20, Oct.
Victoria, B.C., & Seattle	Kamura M.	N. Y. K.	31, Oct.
Vancouver via Japan	E. of Russia	C. P. O. S.	2, Nov.
South American Ports	Monteagle	C. P. O. S.	7, Nov.
San Francisco via Japan	Seijo M.	T. K. K.	9, Nov.
	Karimoen	J.C.J. L.	11, Nov.

AUSTRALIA.

Australia via Manila	Eastern	G. L. Co.	11, Oct.
Australia via Manila	Nikko M.	N. Y. K.	13, Oct.
Australia via Manila	St. Albans	G. L. Co.	10, Nov.
Australia via Manila	Aki M.	N. Y. K.	14, Nov.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Woji and Kobe	Hopsang	J. M. Co.	10, Oct.
Shanghai	Wingsang	J. M. Co.	10, Oct.
Tientsin	Kueichow	B. & S.	10, Oct.
Shanghai	Chetan	B. & S.	10, Oct.
Haiphong	Kaifong	B. & S.	11, Oct.
Manila, Cebu and Iloilo	Chinhua	B. & S.	11, Oct.
Sandakan	Hinsang	J. M. Co.	11, Oct.
Shanghai and Japan	Kaga M.	N. Y. K.	11, Oct.
Singapore, Penang and Calcutta	Nam ang	J. M. Co.	12, Oct.
Weihaiwei and Tientsin	Chipsing	J. M. Co.	12, Oct.
Shanghai, Moji and Kobe	Nore	P. & O.	12, Oct.
Hoihow and Haiphong	Taksang	J. M. Co.	12, Oct.
Shanghai	Kwongsang	J. M. Co.	12, Oct.
Java and Makassar	Tjilatjap	J.C.J. L.	12, Oct.
Shanghai	Tjitarom	J.C.J. L.	12, Oct.
Shanghai	Sinking	B. & S.	12, Oct.
Nagasaki, Kobe and Yokohama	Aki M.	N. Y. K.	13, Oct.
Shanghai and Kobe	Jinson M.	N. Y. K.	13, Oct.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	13, Oct.
Manila	Yuensang	J. M. Co.	14, Oct.
Singapore & Calcutta	Ciehun M.	J. M. Co.	14, Oct.
Kobe	Tjiliwong	J.C.J. L.	15, Oct.
Shanghai	Anhui	B. & S.	15, Oct.
Singapore to Calcutta	Japan	D. S. & Co.	15, Oct.
Tientsin	Huichow	B. & S.	17, Oct.
Shanghai to Yokohama	Kamo M.	N. Y. K.	18, Oct.
Calcutta via Ports	Colombo M.	N. Y. K.	18, Oct.
Bombay via Ports	Bombay M.	N. Y. K.	19, Oct.
Shanghai, Moji and Kobe	Rangoon M.	N. Y. K.	19, Oct.
Singapore	Tensho M.	J. M. Co.	20, Oct.
Manila	Loongsang	J. M. Co.	21, Oct.
Shanghai and Japan	Oanfa	B. & S.	23, Oct.
Shanghai, Kobe and Moji	Gregory A.	D. S. & Co.	24, Oct.
Shanghai, Moji and Kobe	Nyansa	P. & O.	25, Oct.
Belawan Deli (Sumatra) via S'wot	S. Jacob	J.C.J. L.	25, Oct.
Manila	Talhybius	B. & S.	26, Oct.
Vladivostok	Merishire	J. M. Co.	26, Oct.
Shanghai and Japan	Cyclops	B. & S.	1, Nov.
Shanghai and Japan	Ningchow	B. & S.	3, Nov.

CONSIGNEES

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO via
HONOLULU PAN PORTS,
SHANGHAI and MANILA.

THE Steamship

The s.s. "KAJANG" launched April, 1916.
The s.s. "KAJANG" launched April, 1916.
The s.s. "KAJANG" launched April, 1916.The s.s. "KAJANG" launched April, 1916.
The s.s. "KAJANG" launched April, 1916.
The s.s. "KAJANG" launched April, 1916.MOVEMENTS OF
STEAMERS.

CANADIAN MAILS.

The C. P. O. S. s.s. EMPRESS OF ASIA
arrived Nagasaki on Oct. 8, at 6 p.m. left
Nagasaki on Oct. 9, at noon.The C. P. O. S. s.s. EMPRESS OF
RUSSIA leaves Victoria on Oct. 5, at 9
p.m., due to arrive Yokohama on Oct. 16.

ENGLISH MAIL.

The P. & O. s.s. NORE left Singa-
pore for this Port on the 6th instant,
p.m., with the Outward English Mails, and
is due here on the 11th instant, at about
3 p.m. afternoon.

MERCHANT STEAMERS.

The s.s. GREGORY APCAR left Cal-
cutta on the 4th inst., and may be ex-
pected here on or about the 21st inst.

TO SAIL

AMERICAN & MANCHURIAN
LINE.For BOSTON and NEW YORK
via PANAMA CANAL.s.s. "NEWBY HALL"
will be despatched for the above
ports on the 20th October, 1916.For Freight and further in-
formation apply to:-THE BANK LINE LTD.
General Agents.

VESSELS IN PORT.

Steamers.	Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
Phoenicia, Br. s.s. 1,065, Major, 26th Sept. - Saigon, 22nd Sept. - Rice- China.	B. & S.	Irion	10,220	Oct. 10	Manila
Incarnata, Br. s.s. 1,755, Mercer, 29th Sept. - Manila, 26th Sept. - Sandai Wood-Laploque & Co.	P. & O.	Nore	9,600	Oct. 11	Singapore
Haurato, Br. s.s. 1,276, Smith, 30th Sept. - Saigon, 26th Sept. - Rice-China.	N. Y. K.	Nikko Maru	12,500	Oct. 12	Yokohama
Chancha, Br. s.s. 1,461, Gambrell, 1st Oct. - Melbourne, 19th Sept. - Gen. B. & S.	N. Y. K.	Aki Maru	8,000	Oct. 12	Calcutta
Hinsang, Br. s.s. 1,835, Kennedy, 1st Oct. - Sandakan, 26th Sept. - Gen. - J. M. & Co.	N. Y. K.	Jinson Maru	8,000	Oct. 14	Kobe
Patella Br. s.s. 3,301, Naebe, 2nd Oct. - Nagasaki, 27th Sept. - Ballast - A. P. & Co.	N. Y. K.	Bombay Maru	8,000	Oct. 15	Bombay
Shidzuoka M. Jan. s.s. 3,569, Noma, 2nd Oct. - Shanghai, 29th Sept. - Gen. - N. Y. K.	N. Y. K.	Rangoon Maru	10,000	Oct. 17	London
Haiching, Br. s.s. 1,967, Pas more, 3rd Oct. - Swatow, 2nd Oct. - Gen. - D. L. & Co.	N. Y. K.	Kamo Maru	10,000	Oct. 18	Yokohama
Loongsang, Br. s.s. 1,095, Mathews, 3rd Oct. - Manila, 3rd Sept. - Gen. - J. M. & Co.	N. Y. K.	Fushimi Maru	21,000	Oct. 19	Kobe
Lokan, Br. s.s. 979, Ritchie, 3rd Oct. - Hoibow, 26th Sept. - Gen. - J. M. & Co.	N. Y. K.	Colombo Maru	10,000	Oct. 21	Calcutta
Yatsung, Br. s.s. 1,434, Anderson, 3rd Oct. - Kobe, 27th Sept. - Gen. - J. M. & Co.	G. L. & Co.	St. Alban	9,014	Oct. 21	Australia
Kaijo M. Jap. s.s. 1,126, Marakmi, 4th Oct. - Swatow, 3rd Oct. - Gen. - O. S. K.	B. & S.	Gregory APCAR	9,014	Oct. 21	Calcutta
Teli, Chi. s.s. 1,671, Gunkorse, 4th Oct. - Saigon, 28th Sept. - Rice - T. & O.	B. & S.	Oanfa	9,014	Oct. 22	Liverpool
Chipsing, Br. s.s. 1,199, Jarrett, 5th Oct. - Tientsin, 3rd Sept. - Gen. - J. M. & Co.	N. Y. K.	Talhybius	10,224	Oct. 22	Seattle
Kalpin, Br. s.s. 1,143, Laver, 5th Oct. - Swatow, 4th Oct. - Gen. - B. & S.	N. Y. K.	Kamkura Maru	12,500	Oct. 23	Victoria B.C.
Shanghai, Br. s.s. 1,073, Hobbs, 5th Oct. - Calcutta, 25th Sept. - Kerosene - B. & S.	B. & S.	Cvelops	9,000	Oct. 23	Liverpool
Bonsalder, Br. s.s. 1,368, Mason, 6th Oct. - Singapore, 29th Sept. - Gen. - G. L. & Co.	N. Y. K.	Yatorofu Maru	8,000	Oct. 30	Bombay
Buzen M. Jan. s.s. 1,869, Matsumoto, 6th Oct. - Moji, 30th Sept. - Coal - Bradley & Co.	N. Y. K.	Katori Maru	31,000	Oct. 31	London
Everard, Amer. s.s. 3,517, Nelson, 6th Oct. - Manila, 3rd Oct. - Gen. - P. M. & Co.	B. & S.	Ningchow	9,021	Nov. 2	Liverpool
Haitan, Br. s.s. 1,183, Thomson, 6th Oct. - Swatow, 5th Oct. - Gen. - D. L. & Co.	B. & S.	Talhybius	10,224	Nov. 3	Manila
Hopsang, Br. s.s. 1,339, Robtson, 6th Oct. - Singapore, 18th Sept. - Gen. - J. M. & Co.					
Hokuto M. Jap. s.s. 2,261, Sudzuki, 6th Oct. - Balikpapan, 28th Sept. - Sugar - D. & Co.					
Kirin M. Jap. s.s. 2,735, Sasaki, 6th Oct. - Singapore, 29th Sept. - Gen. - N. Y. K.					
Wollwara, Br. s.s. 1,577, Pritchard, 6th Oct. - Saigon, 1st Oct. - Gen. - E. H. Ray Co.					
Eastern, Br. s.s. 2,172, Carter, 7th Oct. - Kobe, 2nd Oct. - Gen. - G. L. Co.					
Hongkong, Fr. s.s. 739, Marguerite, 7th Oct. - Hoibow, 6th Oct. - Gen. - A. R. Marty.					
Kaifong, Br. s.s. 986, Evans, 7th Oct. - Haiching, 6th Oct. - Gen. - J. M. & Co.					
Kwanglee, Chi. s.s. 1,468, Sangster, 7th Oct. - Shanghai, 4th Oct. - Gen. - C. M. S. N. Co.					
Nansang, Br. s.s. 2,591, Liddell, 7th Oct. - Moji, 2nd Oct. - Gen. - J. M. & Co.					
Taksang, Br. s.s. 950, Matthews, 7th Oct. - Haiphong, 5th Oct. - Gen. - J. M. & Co.					
Trigona, Dut. s.s. 1,055, Vygeboom, 7th Oct. - Singapore, 30th Sept. - Petro- leum - A. P. Co.					
Teiresias, Br. s.s. 7,616, Robinson, 7th Oct. - Mink, 4th Oct. - Gen. - B. & S.					
Unkai M. Jap. s.s. 1,988, Kuroshima, 7th Oct. - Wakamatsu, 1st Oct. - Coal - M. B. K.					
Alecinous, Br. s.s. 4,278, Be, 8th Oct. - Shanghai, 5th Oct. - Gen. - B. & S.					
Chiyu M. Jap. s.s. 3,444, 8th Oct. - Moji, 2nd Oct. - Coal - D. & Co.					
Cinhuu, Br. s.s. 1,230, Siddons, 8th Oct. - Manila, 5th Oct. - Gen. - B. & S.					
Kurohime M. Jap. s.s. 2,394, Nihikawa, 8th Oct. - Moji, 3rd Oct. - Gen. - N. Y. K.					
Nippin M. Jap. s.s. 2,965, Nagano, 8th Oct. - Shanghai, 5th Oct. - Gen. - T. K. K.					
Sinkang, Br. s.s. 1,616, Benson, 8th Oct. - Shanghai, 5th Oct. - Gen. - B. & S.					
Taiwan M. Jap. s.s. 3,444, 8th Oct. - Bangkok, Rice - Chinese.					
Tjitarom, Dut. s.s. 3,444, 8th Oct. - Balkpapan, 29th Sept. - Gen. - J. C. J. L.					
Tysondair, Dut. s.s. 5,013, Bonman, 8th Oct. - Manila, 5th Oct. - Gen. - J. C. J. L.					
Hawaii M. Jap. s.s. 5,980, 11, Saitow, 9th Oct. - Manila, 7th Oct. - Gen. - O. S. K.					
Kwongsang, Br. s.s. 1,428, Richard, 9th Oct. - Swatow, 8th Oct. - Gen. - J. M. & Co.					
Pyrilid, Br. s.s. 4,818, Rodway, 9th Oct. - Singapore, Gen. - B. & S.					
Tjilatjap, Dut. s.s. 2,770, Brugema, 9th Oct. - Moji, 4th Oct. - Gen. - J. C. J. L.					

VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
B. & S.	Irion	10,220	Oct. 10	Manila
P. & O.	Nore	9,600	Oct. 11	Singapore
N. Y. K.	Nikko Maru	12,500	Oct. 12	Yokohama
N. Y. K.	Aki Maru	8,000	Oct. 12	Calcutta
N. Y. K.	Jinson Maru	8,000	Oct. 14	Kobe
N. Y. K.	Bombay Maru	8,000	Oct. 15	Bombay
N. Y. K.	Rangoon Maru	10,000	Oct. 17	London
N. Y. K.	Kamo Maru	10,000	Oct. 18	Yokohama
N. Y. K.	Fushimi Maru	21,000	Oct. 19	Kobe
N. Y. K.	Colombo Maru	10,000	Oct. 21	Calcutta
G. L. & Co.	St. Alban	9,014	Oct. 21	Australia
B. & S.	Gregory APCAR	9,014	Oct. 21	Calcutta
B. & S.	Oanfa	9,014	Oct. 22	Liverpool
N. Y. K.	Talhybius	10,224	Oct. 22	Seattle
N. Y. K.	Kamkura Maru	12,500	Oct. 23	Victoria B.C.
B. & S.	Cvelops	9,000	Oct. 23	Liverpool
N. Y. K.	Yatorofu Maru	8,000	Oct. 30	Bombay
N. Y. K.	Katori Maru	31,000	Oct. 31	London
B. & S.	Ningchow	9,021	Nov. 2	Liverpool
B. & S.	Talhybius	10,224	Nov. 3	Manila

NOTICES.

AMERICAN EXPRESS COMPANY.

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TO SAIL

MITSUI BUSSAN KAISHA,
LIMITED.

SOUTH AMERICAN LINE.

THE Steamship

"IKOMASAN MARU"

will be despatched from Hong-
kong by the Toyo Kisen Kaisha,
on SUNDAY October 15, for
Japan, San Francisco, Balboa
and South American Ports.

T. DAIGO,

Agent.
The Toyo Kisen Kaisha.

FOR BOSTON & NEW YORK.

TIRPITZ AND FLANDERS.

Essential to Germany's Future.

Berlin, August 6.—*Die Post*, of Berlin, the organ of the Free Conservative Party, publishes the following extract from a letter written by Admiral von Tirpitz to a friend: "May our country grasp ever more clearly the fact that Germanism cannot hold its own and develop unless we secure by means of this war a position superior to that of the Anglo-Americans. We shall secure this position if we, and not the English, dominate in Flanders."

How much Germans need even such encouragement is revealed by Dr. Paul Deatwein in an article in the *Rheinisch-Westfälische Zeitung*. Paul Deatwein is the son of the former Governor of German-South West Africa from 1898 to 1905, and served as subaltern under his father in some of the campaigns against the Hereros. Deatwein writes to the *Pan German* newspaper to advocate the adoption of a proposal to eject from the occupied territory all French, Belgian, Russian, and Polish inhabitants, "except such as are of economic use to Germany." Deatwein strongly objects to the fact that prisoners of war and the civilian population of the occupied enemy territory are so well fed and have such a good time while inculcable harm is being done to the rising generation of Germany through being underfed. He is confident that if those millions of "useless" foreigners—he does not include prisoners of war—were driven out of the occupied territory, not only would there be sufficient food for all Germans but France would be unable to support so many newcomers, and the "collapse of France" would be hastened. Deatwein, who is considered to be an authority on Colonial policy and "world economics," makes an interesting admission in the course of his article in regard to the economic situation in Germany itself. He writes:

So much has already been written on the food question that it seems side to say once more that even if the new harvest be a good one we are in for a period of hard economic trial which will continue after the war. It is not superfluous, however, to draw attention once more to the circumstance that the German national strength is being sapped by long continued privation. The authorities are agreed that the conditions in the large towns and in the thickly-populated districts can be improved only if the food tickets introduced to prevent people who are able to do so from accumulating supplies to the detriment of the poorer classes become tickets ensuring to the holders a definite quantity of food at regular intervals. We hope we shall really each receive every week in future one to two eggs, half a pound of meat, ninety grammes (about three ozs.) of butter, 15,000 grammes (about 3½ lb.) of bread or flour, an infinitesimal quantity of sugar, and the barely adequate supply of potatoes that is allotted to us, and an occasional chance of obtaining vegetables. Owing to the enhanced brutality on the part of England the most important luxuries, such as tobacco, coffee, tea, cocoa, and chocolate, no longer reach Germany, and stocks are certainly by this time exhausted.

The dearth of labour is being felt very keenly by the German farmers. The *Deutsche Tageszeitung*, the central organ of the Agrarian Party, advocates the employment of a certain amount of force if young persons in towns manifest a reluctance to work in the fields. Such work, the newspaper contends, must be regarded as war service, and it assures young people that, however distasteful it may be at first, the work will gradually become delightful. The Government of Lippe, one of the small German States, has issued an appeal to the population to help with the harvest, but it has also obtained powers to apply compulsion if necessary and it points out that many wives of soldiers at the front and many women in receipt of old age and other pensions are capable of helping in the fields, and it announces that if such women refuse

IMPORTED DISEASE.

Danger of Infectious Paralysis.

The very severe epidemic of poliomyelitis (infectious paralysis) which is raging in New York deserves the anxious attention of our health authorities, and also of the public in general. The disease is a terrible one, not only in respect of its death rate (25 per cent. in the present epidemic), but also in respect of its crippling effects, which are frequently permanent.

The important point for us in this country is that the cause of the condition is unknown. We are therefore in the position of being forced to take every possible precaution lest we be caught unawares. For a time authorities in New York, where the disease is endemic, believed that the stable fly was the carrier. The arguments in favour of this view were, on the whole, sound; the fact that the trouble is always at its height in August and September and is exceedingly rare in the winter months, lent colour to this idea. Another point in favour of the fly theory was that certain areas were much more commonly affected than others. For example, America and Sweden are the two countries most often and most severely visited; the Central Empire also suffer, while England has hitherto been only lightly affected, though we had a severe visitation in Devon and Cornwall some years ago.

Its supporters have rather abandoned the fly theory, though it remains as a possible explanation. The human carrier theory is the one at present most widely held and best supported by the facts. It seems probable that a person who does not himself get the disease may carry it from one place to another and set going in the new area a fresh epidemic. Thus, in any given district one village will be severely afflicted, the next village will escape altogether, and the next village again be victimized. Epidemics, too, have arisen in localities after the arrival of some stranger from an infected area.

It is this last fact which has caused the American health authorities to issue such strict quarantine rules. Children who travel from an infected area are placed in isolation under strict supervision; they are not allowed to mix with other children, and the isolation continues for 10 days or thereabouts. Exactly the same laws apply to adults. Inasmuch, however, as cases are frequently found in which, say, three children in a family of six are stricken and the other three escape, the personal factor cannot be excluded. It seems probable that infection takes place through the nose and mouth. Adults are affected very frequently, though they are less susceptible than children.

It is manifest therefore that at a moment when we have huge armies of men in training an outbreak of this epidemic would be a great disaster. For the sake of our children, too, we must take due precautions. We should insist that quarantine regulations shall be enforced on passengers coming from New York and other infected areas, and that thorough disinfection is carried out in all cases in which a shadow of doubt may exist. New York is much perturbed by the disease, and justly so, and we should bear this fact in mind and act accordingly. If we neglect precautions and an epidemic begins here we shall only have ourselves to blame for it.—*Times*.

When the Wind Blows.
"The wind blew the carpets on to the footpath," said an old woman before Mr. Hazeland, at the Police Court this morning when charged with causing an obstruction at West Point. His Worship evidently did not believe that the wind was to blame, and inflicted a fine of \$7.

to do work commensurate with their strength and capability they may be deprived of the allowances and pensions granted them by the State. The Duchy of Alenbourg has issued a similar proclamation.

LUNG CHAI-KWONG.

Ex-Tuchun's Farewell to Hongkong.

Chu Yut, commandant of the Bogue Forts, leaves the Colony to-day, after having paid a short visit in order to leave farewell cards from General Lung on the leading foreign and Chinese residents of Hongkong.

General Lung is at present on board a gunboat at the Bogue Forts, and is expected to leave for Pakhoi shortly.

PORTUGUESE RED CROSS.

Hongkong Collections and Donations.

Mr. E. V. M. R. de Sousa, Acting Consul for Portugal, writes as follows:—

In connection with the sale of Portuguese flags kindly undertaken, at the request of this consulate, by Scoutmaster Braga and his Scout Boys, on the date of the 6th anniversary of the Portuguese Republic, the handsome sum of \$536 13, as per enclosed list, has been collected towards the funds of the Portuguese Red Cross Society, and a draft for the equivalent of that amount, viz.—\$58 15 7 at exchange 2/2 5/16, has this day been sent to the President of the Society in Lisbon.

I avail myself of the opportunity to ask you, on behalf of the Portuguese Red Cross Society, to kindly convey, through the Press, its heartfelt thanks to the many generous donors, to the Brother Director of St. Joseph's College and Scoutmaster Braga for allowing the Boy Scouts to conduct the sale, and to all who contributed towards the success of the sale. Special thanks are due to the Hongkong Printing Press, who were the promoters of the sale and who printed and supplied the flags free of charge. Thanks are also due to the Press for advertising the sale.

Collected by Boy Scouts in the offices and streets ... \$303 78
Collected by Scoutmaster Braga:—

N. J. Stabb Esq. ...	50
B. Baste Esq. ...	25
E. V. M. R. de Sousa Esq. ...	25
Ellis Kadourie Esq. ...	10
Sir Robert Ho Tung ...	5
Hon. Mr. E. Shellim ...	5
P. F. C. Prata Esq. ...	5
His Lordship Bishop D. Pozzoni ...	2
L. E. Baste Esq. ...	2
E. F. X. Danenberg Esq. ...	2
A. A. F. ...	2
E. J. Noronha Esq. ...	1
Dr. F. M. Graeco Ozorio ...	1
J. J. Leiria Esq. ...	1
J. M. Alves Esq. ...	50

M. S. Sassoon Esq. ...	\$136 60
J. H. N. Mody Esq. ...	5
A. F. B. Silva Netto Esq. ...	5
Collected by A. J. d'Eoa Esq. ...	20
Collected by J. D. Oamund Esq. ...	5 55
Collected by A. G. Rocha Esq. ...	45 50
Collected by Club de Recreio ...	50 80
	\$536 13

AN ASSAULT CASE.

Before Mr. F. A. Hazeland, at the Police Court this morning, a Chinese seaman employed on the ferry boat, *Morning Star*, was charged with assaulting a woman at Yaumati yesterday. It appeared that the man two days ago sent a chit asking the woman to go to a certain restaurant to see him, but as she was already engaged she replied that she could not do so. He then sent another chit saying: "Come at once, excuse. If not, calamity will fall upon you." Even this threat the woman ignored, but yesterday she decided she would visit him at a restaurant where she knew he was. As soon as she put her head inside the door, defendant struck her several times with his fist.

Defendant was discharged.

STEAMSHIP SINKS A SUBMARINE.

Gunnery's Fine Marksmanship.

The owners of the steamship *Strathness* (Messrs. Fisher, Alimonda, and Co., Ltd., Fenchurch Street, London) have just received from the Captain of the vessel a letter, with an extract from the ship's log, which tells an exciting story of a fight which the ship had off the coast of Algeria with an enemy submarine, which, by the splendid work of the gunners, she seems to have succeeded in sinking. The Captain writes:—

Gibraltar, July 17, 1916.
Gentlemen,—I beg to advise you of having arrived here this afternoon after a good passage from Savona of three days and 20 hours, average speed 10 knots. On Saturday evening we had a very exciting hour, having had an engagement with a large submarine, which I believe we sent to the bottom. There is a dent in two plates in our deep tank on port side. I will hold a survey on it here. Please find copy enclosed of official log.—I am, gentlemen, your obedient servant, David Thomson.

The following is the extract from the log book of the *Strathness*, dated July 15, 6 p.m.:—

Saturday.—A terrific explosion occurred on port side of steamer nearly amidships heaving water and smoke over the top bridge, making steamer shake and tremble. I thought it was a torpedo but could see no submarine about. A few minutes afterwards shots were fired by submarine, but we could not make out his position. At last the Gunner made him out astern, and we commenced firing at him. His shots were going right over us and landing in the water a few yards ahead; one shot nearly got us, dropping in the water a few yards astern of steamer.

At our sixth shot submarine was hit and also with our seventh, when a big explosion with fire was caused on the submarine. Then firing ceased, and submarine disappeared, which I have no doubt was sunk by our fire. Altogether the submarine fired about 15 shots, but none took effect. We fired seven shots, and two hits were made. Great credit is due to the gunners for the way in which they worked, especially the remarkable marksmanship they made at the submarine. Engines were opened full out and fires double banked with engineers standing by. Zigzag courses were steered. Lat. 37.09 N; long. 3.38 E, where submarine was sunk or disappeared.

DAVID THOMSON, MASTER.

BRITAIN'S ZEPPELINS.

Airships of Amazingly High Speed.

London, Aug. 19.—During the past week (writes a *Globe* naval correspondent) I have watched our great airships at work, and, although I am unable to make any practical comparisons with the German Zeppelins, our new airships certainly seem marvellously rigid and beautifully designed. They answer the helm or their planes with amazing celerity.

On a sunny afternoon it is a wonderful spectacle to watch the monsters glittering like silver in the sky, pirouetting hither and thither, now up, now down, now circling, or racing away at incredible speed, engaged in practice for the coming "Day."

Neutral captains arriving at certain east coast ports are enthusiastic in their admiration for our new airships. These mariners frequently have the opportunity of observing Zeppelins patrolling in daylight off the Danish coast. After studying our ships as they manoeuvre in the skies they consider they are far more readily handled, their model is finer, and the British ship is altogether less cumbersome than the German craft. The British airship, moreover, appears to travel at an amazingly high speed.

This high commendation by foreign captains accustomed to appreciating navigable qualities is significant.

IN YUNNAN.

Strange Story Concerning Dr. Sun Yat-sen.

Under the above two headings we mentioned in our issue of October 3, that a curious rumour was then on foot, to the effect that Sun Yat-sen was expected in Yunnan and that he was seeking to persuade the people of that Province to acquiesce in a scheme for placing certain Southern Provinces, together with French Indo-China, under the protection of Japan, as a semi-independent republic.

Our statement has, we learn, been translated by the Canton newspaper, and these especially the *Tai Keng Po*—insist that there is no foundation for the report. Generally speaking our statements on Chinese politics are inspired by Chinese notables, and their information hitherto has been proved to be correct. We have been at the trouble of again questioning our informants on this point, and their statement is as follows:—

"As regards mention of the two foreign nations, we admit our inability to speak of the matter other than as a rumour; but as to the designs attributed to the various partisans of Shum Chun-huen (of founding a Southern Republic) we maintain rigorously that the story is true. It is only just to add that Tsai Ao, Tong Kai-in, Leung Kai-in, Chan Kwing-ming and Chu Chai-sun, all of whom were originally in accord with Shum so long as it was merely a question of proceeding against Yuan Shih-k'ai, separated themselves from him from the time of the formation of the Kwan Mo Yun—the aim of which was the institution of a Southern Republic. We defy any journalist in Canton to contradict this, if he speaks conscientiously."

This is our informant's view of the matter, and we are content to abide by it.

TYPHOON WARNING.

The telegrams quoted below have been received by the American Consulate General, Hongkong, from the Manila Observatory:—

1 p.m. Oct. 9, 1916.—Typhoon in about 111 degrees Long. E. and 15 degrees Lat. N. direction unknown.

4 p.m. Oct. 9, 1916.—Cyclone or typhoon E. of northern Luzon, less than 300 miles distant, moving N.W. or N.

1 p.m. Oct. 10, 1916.—Cyclone or typhoon near or over Balintang Channel, moving W. or W.N.W.

HONGKONG TRAMWAY COMPANY, LIMITED.

The following is the approximate statement of traffic receipts for the week ending October 7, 1916:—

Receipts Aggregate for week. Receipts for 40 weeks	
This Year: ...	\$14,443 \$583,923
Last Year: ...	12,290 441,340
Increase: ...	2,153 142,583

Small Fire.
A small fire broke out at 16, Wellington Street yesterday, but the inmates, assisted by the Police, were able to put it out without help from the Fire Brigade.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on THURSDAY, October 12, 1916, commencing at 11 a.m. at No. 26 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd. Kowloon, 14 Coils Flexible Steel Wire Rope (From 1 inch to 4 inch). Slightly damaged by seawater. Terms:—Cash on delivery. GEO. F. LAMBERT, Auctioneer.

NOTICES.

THE DAIRY FARM COMPANY, LIMITED.

Notice is hereby given that an Extraordinary General Meeting of the Dairy Farm Company, Limited, will be held at the Company's Office, No. 2 Lower Albert Road, Victoria, Hongkong, on Wednesday the 11th day of October 1916, at 11.45 in the Forenoon, when the subjoined Resolution will be proposed as an Extraordinary Resolution.

That the Articles of Association be altered in manner following:—

- That Art. II be added to by incorporating therein the following definition:—
"Dividend" includes bonus.
- That the remuneration of the Board as provided by Art. XV paragraph 10 (as amended) be increased to \$3,500 and that Art. XV paragraph 10 (as amended) be altered accordingly.
- That paragraph 11 of Art. XVII be cancelled and the following paragraph be substituted therefor:—
"11. To invest and deal with any moneys of the Company not immediately required for the purposes thereof upon such securities and investments (not being shares of the Company) and in such manner as they may think fit and from time to time to vary or realize such securities and investments."
- That paragraph 13 of Art. XVII be cancelled and the following paragraph be substituted therefor:—
"13. Before recommending any dividend, to set aside out of the profits of the Company such sums as they think proper as a reserve fund to meet contingencies or for equalizing dividends, or for special dividends, or for repairing, improving, and maintaining any of the property of the Company, and for such other purposes as the Directors shall in their absolute discretion think conducive to the interests of the Company; and to invest the several sums so set aside upon such investments (other than shares of the Company) as they may think fit and from time to time to deal with and vary such investments, and dispose of all or any part thereof for the benefit of the Company and to divide the reserve fund into such special funds as they think fit with full power to employ the assets constituting the reserve fund in the business of the Company, and that without being bound to keep the same separate from the other assets."
- That paragraph 14 of Art. XVII be cancelled and the following paragraph be substituted therefor:—
"14. To employ the reserve fund for the time being or any portion thereof (and that whether such fund or such portion as is proposed to be dealt with was set aside for the special purpose to which it is proposed to be applied or for any other purpose or not) in or for all or any of the following purposes; that is to say, in meeting contingencies, in equalizing dividends, in paying special dividends or bonuses, in repairing improving or maintaining any of the property of the Company or otherwise in the business of the Company and in or for such other purposes as the Directors shall in their discretion think conducive to the interests of the Company and in regard to any such employment as aforesaid the Directors shall not be bound to keep the reserve fund separate from the other assets."
- That the following new paragraphs be added to Art. XXI and numbered respectively 12 and 13.
"12. Any general meeting declaring a dividend may make a call on the members of such amount as the meeting fixes, but so that the call on each member shall not exceed the dividend payable to him, and so that the call be made payable at the same time as the dividend, and the dividend may, if so arranged between the Company and the member, be set off against the call. The making of a call under this clause shall be deemed ordinary business of an ordinary general meeting which declares a dividend."
"13. Any general meeting declaring a dividend may direct payment of such dividend wholly or in part by the distribution of specific assets, and in particular of paid-up shares or debentures of the Company, or paid-up shares or debentures of any other Company, or in any one or more of such ways, and the Directors shall give effect to such resolution; and where any difficulty arises in regard to the distribution, they may settle the same as they think expedient, and in particular may issue fractional certificates, and may fix the value for distribution of such specific assets, or any part thereof, and may determine that cash payments shall be made to any members upon the footing of the value so fixed, in order to adjust the rights of all parties; and may vest any such specific assets in trustees upon such trusts for the persons entitled to the dividend as may seem expedient to the Directors. Where requisite a proper contract shall be filed in accordance with Section 90 of the Companies Ordinance 1911 and the Directors may appoint any person to sign such contract on behalf of the persons entitled to the dividend, and such appointment shall be effective."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second extraordinary meeting which will be subsequently convened. And the subjoined Resolutions will also be proposed as Extraordinary Resolutions.

- That the capital of the Company be increased to \$450,000 by the creation of 20,000 additional shares of \$7.50 each.
- That the Directors be authorized to offer the said 20,000 additional shares at par to the members on the Register of members on the 14th day of October 1916 in the proportion of one new share for every complete number of two shares which such members are the registered holders of on that date and upon the footing that the sum of \$6.00 per share shall be payable in respect of such shares on acceptance of the offer. And that such offer be made by notice specifying the number of shares to which members are entitled and limiting the time within which the offer if not accepted will be deemed to be declined to the 31st day of October 1916. And that the Directors be empowered to dispose of shares not accepted in response to such offer to such persons upon such terms and conditions and at such times as they consider expedient in the interests of the Company.
- That such additional shares shall participate in any dividend declared after the 31st day of October 1916 pari passu with the existing capital.
- That no member shall be entitled to any offer of a fraction of an additional share in respect of any odd share held by him.
- That the Directors be empowered to dispose of all additional shares which members are not entitled to have offered to them upon such terms and conditions and at such times as they consider expedient in the interests of the Company.

Dated the 21st day of September 1916.

M. MANUK,
Secretary.

COMMERCIAL NEWS.

Japan's Copper Output.

The aggregate output of copper in Japan, which amounted to 125,000,000 lbs. last year, bids fair to realize an increase of about 20 per cent. this year. The mean price, which stood at ¥40.88 last year, has appreciated to ¥60.57.

New York's Trade.

New York now claims to be the world's greatest port. The volume of exports first reached the \$100,000,000 mark in 1900. By the fiscal year ended June, 1915, according to the annual report now issued of the New York Chamber of Commerce, it reached \$238,716,200. New York's proportion of the Republic's total was 43.11 per cent.—the highest ratio since 1888. On the import side the trade of New York first reached the \$200,000,000 mark in 1913, maintained it in 1914, but fell slightly below in the year ended June, 1915. That year the port's ratio to the United States total, not including specie, rose to 58.29 per cent.

Beaufort Borneo Rubber.

The report of the Beaufort Borneo Rubber Company for the year to 30th April states the area planted with rubber at the close of the year was 1,537 acres, in addition to which 110 acres were planted with limes, making a total planted area of 1,647 acres. The total output of rubber for the year amounted to 228,216 lbs., against an estimate of 180,000 lbs. The average number of trees tapped was 91,250, spread over an area of about 650 acres, and the total number of trees in tapping at the 30th April was 98,000. The average gross selling price was 2s. 9d. per lb., compared with 2s. 2d. in the corresponding period of last year, while the "all-in" cost of production amounted to 1s. 3d. per lb. The estimated output for the current year is 280,000 lbs., and the manager estimates the cost at 8s. 4d. per lb. The actual output so far is 56,500 lbs. The net profit for the year is £13,112, to which is added £2,455 brought forward. The directors recommend a dividend of 6 per cent. on the guaranteed shares, leaving a balance of £11,072. In accordance with the terms of the concession agreement, the surplus profit for the year, after providing for a 6 per cent. dividend on the £75,000 guaranteed shares, must be refunded to the British North Borneo Company, in reduction of the advance for guaranteed dividend. The 6 per cent. dividend will absorb £4,500, leaving the sum of £6,572 to be paid to that company and of £2,458 to be carried forward.

Chinese Cotton.

Messrs. J. Spunt and Co.'s weekly cotton market report for October 5 says:—The cotton market during the past week has been a dull affair and rates have again declined to the extent of some four mace per picul, at which a few thousand piculs are reported to have changed hands. Tongchow has now been done at Tls. 22.75 and Shanghai at Tls. 20.70. Arrivals from the interior are improving daily, and while the general sentiment seems to point to a further decline, it would be dangerous to overlook the fact that the world's market for cotton to-day is in a state of feverish excitement, and prices in New York, Liverpool and Bombay have reached unprecedented heights owing to a heavy shortage in the American crop. With such a bullish market all over the world, a time is bound to come sooner or later when Chinese cotton would prove temptingly cheap, not only to the Japanese spinners but to the world at large. While it is quite true that the political state of the country is apparently again in an unsatisfactory state, we cannot but help feeling that same is only superficial and cannot result in anything serious. Under such circumstances, and looking at the situation from the broadest point of view, we consider the prices of Chinese cotton to-day rather cheap when compared on a parity with Indian grades, and purchases made at present rates will be ultimately profitable. We would advise buying gradually on every break. Tone of the market, quiet.

Chinese Matches for Java.

According to a consular report from Batavia, the import of Japanese matches in Java is declining year after year, their place being taken by Swedish articles. The shrinkage of Japanese match trade in Java is considered to be the result of the rise in price of materials of matches in Japan. Another rival in future to Japanese matches in Java will probably be Chinese matches, which have found a market in Samarang, a seaport in the north of Java, the aggregate amount of the imports there for the four months ending with April last being 156,000 Kopecks.

American Demand for Soy Beans.

The Louisiana Cottonseed Crushers' Association, at their recent convention at New Orleans, says the Oil, Paint, and Drug Reporter, went on record by unanimous standing vote in favor of the development of the soy bean industry in that section of the country, and for scientific co-operation with State agricultural authorities to bring about this end. The soy bean oil consumption in America has surged to the front very rapidly during the last year as a direct result of the increased demand for cottonseed oil and the high prices obtained. In fact, with the enlarged entry of cottonseed oil into the foodstuffs market as an edible fat, and the perfection of the product for consumption as salad oils and cooking oils, etc., by a constantly growing clientele, it has been withdrawn more and more from use as a soapifying oil, and the product from the soy bean has been substituted in large measure. In fact to-day the largest consumers of soy bean oil are soap factories, hitherto relying upon the product of the cottonseed as a base for soap manufacture. The change was an economic one, brought about by the high price of cottonseed oil as compared with the soy product, for when cottonseed oil was selling at 11½ cents, soy oil was about three cents less. The wartime demand for glycerine and the use of cottonseed oil as a glycerine base product was naturally enough an important factor in the increased prices obtained for cottonseed.

Scarcity of Steel.

A recent despatch from Pittsburgh reports that the scarcity of unfinished steel has grown still more acute if such a thing is possible. There is no soft steel to be had, in billets, sheet bars, etc., for any delivery this year, and there are scarcely any offerings for next year's delivery. There are occasional odd lots offered, in hundreds of tons, but they mean nothing, in a normal market there should be not tens but hundreds of thousands of tons available for delivery over five months. Market quotations are now, rarely nominal, at about \$45 to \$50, but the offering of a premium of \$5 or \$10 a ton would not bring out the steel. Although steel is more or less scarce in nearly all directions, it is not universally so. All descriptions of finished steel are not as scarce as billets and sheet bars. Light gauge sheets, for instance, can readily be purchased even for quite early delivery and at low prices compared with those prevailing for unfinished steel and for majority of finished products. Such an alignment is, of course, altogether unusual. If raw steel is scarce, all descriptions of unfinished steel should be equally scarce. Some description might be a shortage of rolling capacity to turn raw steel into that particular finished product, but no finished product should be more plentiful than normal. The peculiar alignment referred to is due in large part to the extreme scarcity of labour. In many cases a mill could make more money by closing a finishing department and selling the raw steel instead, but to do so would be to lose men. Jobs would be obtained elsewhere immediately and the men could not be got back until the next period of depression. The loss then involved would be much greater than the temporary profit in selling raw steel instead of finished product.—Exchange.

Berlin's Substitute for Tea.

Berlin has been experimenting with substitutes for tea, and decides in favour of that made from strawberry leaf. The Royal Horticultural Institute reports that the fortunate persons who have tasted it "have no desire to return to the much overrated and costly Chinese product." From which it appears that tea, as well as grapes, may be sour. The quest for "tea substitutes" is not a new one. The varieties produced are generally nasty.

Russia's Need of American Capital.

America is reminded by the American Banker that the Tsar's dominions, with their population of more than 170,000,000, offer a limitless field for financial operations, and that an American bank is about to open two branches in the Empire, one of which will be in Petrograd, and the other in Moscow. This journal goes on to say: "To-day, Russia is becoming what the United States has been in the past, a continental area of limitless wealth, of which the surface has not even been scratched as yet. Europe finds America a market for exports more valuable than any other part of the world, and hence the eagerness with which the various commercial nations seek entrance into the American market. To-morrow, Russia will be of far greater value commercially to her Allies than the United States to Europe since 1815. All the natural wealth which America possesses is held in even higher degree by Russia, and the first step toward the utilizing of these resources has yet to be taken. This is why the American banking institution above spoken of is so anxious to be in the field and open branches in its two principal cities. These American newcomers are welcome in the country which they seek to enter. They will find an inviting field and opportunities of financial expansion and commercial development without a parallel in any other part of the world. Half a century ago, or for that matter, for a generation prior to the Civil War, the United States had territory without population, and so was forced to wait for time and immigration to give it the inhabitants which were needed to build up its industries. Russia has no need to wait for settlers from abroad, because it already has a population which is well-nigh double that of the United States, what Russia does need, however, is capital, and the coming of this indispensable agent of prosperity is urgently sought. American financiers have in Russia one of the most inviting fields in the world for profitable investment in manufacturing plants, mines and oil-fields. When these opportunities are made use of America will find its capacity for embracing foreign opportunities more than exceeded by invitations which will be extended."

China as a Cotton Supplier.

At the present time the Lancashire cotton mills are very largely dependent upon America for their supplies, and there are two factors tending to reduce the available quantity from there—the limitation of the cotton belt—the area within which cotton may be grown—and the increasing manufacture of cotton fabrics in America itself. The United States of North America is one of the largest customers for cotton fabrics, and naturally it is more economical to manufacture what is required at home than to export the cotton and import the manufactured fabric. India and Egypt both promise to give a supply of cotton as the years roll on, but a supply from China should also be heartily welcome. A large portion of Southern China is available for cotton growing, and although the demands of the Chinese themselves are necessarily very great, it is more than probable that by the introduction of modern methods of cultivation, and of handling the cotton, there would be an increasing surplus available for Lancashire. India, it will be remembered, is steadily increasing its competition with Lancashire, so that the greater the volume of cotton available for the world's requirements the lower will be the cost to Lancashire of her

principal raw material. It should be well worth the attention of the large firm, who are engaged in cotton spinning, weaving, &c., to see whether supplies may not be available from China in the future. Like everything else in China, it will take time to obtain a supply, and therefore the matter cannot be taken in hand too soon. As with engineering, it will need men who understand the language, and who understand the requirements of the cotton mills, to thoroughly survey the cotton-producing districts of China, to master the local arrangements, the local method of transport, to work out the costs of transporting the cotton to the shipping ports, and, above all, to get into touch with the producers, merchants, &c. It would probably be a very good plan for a representative of an engineering firm, producing machinery of all kinds used in the cotton trade, to go over the ground with a representative of a large cotton firm; the machinery man would more than probably be able to suggest large economies by the aid of machinery and increased output that would give the surplus required for export.—Eastern Engineer.

British Trade in Latin America.

The Trade and Industry Committee of the Royal Colonial Institute have received the following statement as to the possible extension of British trade in Latin America:—British trade has lost ground in Latin American countries, or, to put it another way, British people have not had as much trade as they ought to have done, for one main reason, viz.: There are too few purely British importing houses in Latin American countries. In Central America, and, I believe, in Mexico and South American countries, the stores are largely in the hands of Germans. These firms, pursuing the national idea, such an idea being practically unknown to British people, always prefer to import from Germany, and they have a definite policy of promoting German trade. This is a laudable object on their part and British people should take the lesson to heart, have a definite policy also, and try to "do them one better." Most of the German firms are of mushroom growth, young men have come out for a small salary of about 200m, or even less per month. They were serious, hard-working young fellows, of great adaptability, got very few pleasures, but, by dint of close attention to business, they were soon able to make themselves valuable to their employers, and were admitted as partners. They are a reliable class of people, and their credit is due to them. The head of the firms go home, often open a house in Hamburg making an occasional trip abroad, and so the process of development goes on. The same thing applies to the agricultural part of Latin America, where large numbers of coffee and sugar estates are owned by the Germans. To increase British trade, you need initiative of this character. It will do little good to send out travellers, catalogues, samples, appoint agents and spend large sums on propaganda in countries where such a condition of affairs as I have indicated prevails. It was impossible to make headway before the war, and will be more difficult after the war. It would be worth while for some of our Manchester, Birmingham and London exporting firms or associations which might be formed, to open up branches in the principal towns of Latin America. I should also suggest that the Board of Trade, Chambers of Commerce, and public spirited men take the matter up, so that by propaganda the young fellows at home should become interested, and whilst they would do a splendid stroke for themselves, they would also do something for their country. They would need to forget cricket and football games and matches, picture shows, and make their work their pleasure. The opportunity exists, and a sensible fellow must succeed, in fact always does succeed, whilst the man who expects to have the convenience and pleasure that he had at home, or is a weak character, is worse than useless, because he only discredits his country.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	SA.	\$\$\$
Banks	sa.	\$775
Cantons	b.	\$400
North Chinas	b.	\$155
Unions	b.	\$225
Yangtzes	b. ex 73	\$260
FIRE INSURANCES.		
China Fires	b.	\$154
H. K. Fires	b.	\$386
SHIPPING.		
Douglases	b.	\$123
Steamboats	b.	\$224
Indos (Del.)	b.	\$132
Indos (Pref.)	b.	\$16
Shells	b.	\$112/6
Ferries	b.	\$73
REFINERIES.		
Sugars	sa.	\$113
Malabons	b.	\$364
MINING.		
Kailans	b.	\$30/-
Langkats	b.	\$254
Raubas	b.	\$275
Tronohs	b.	\$30/-
Urals	b.	\$34/-

DOCKS, WHARVES, GODOWNS, & C.

H. K. Wharves	b.	\$824
Kowloon Docks	b.	\$123
Shai Docks	b.	\$85

LANDS, HOTELS AND BUILDINGS.

Centrais	b.	\$101
H. K. Hotels	b.	\$115
Land Invest.	b. & sa.	\$101
H'phreys Est.	b.	\$675
K'loon Lands	b.	\$38
Shai Lands	b.	\$95
West Points	b.	\$68

COTTON MILLS.

Ewos	b.	\$1481
Kung Yiks	b.	\$1450
Shai Cottons	sa.	\$99
Yangtzepeos	b.	\$340

MISCELLANEOUS.

Borneos	b.	\$84
China Light & P. b.	b.	\$475
Providents	b.	\$820
Dairy Farms	b.	\$40
Green Islands	sa.	\$1025
H. K. Electrics	sa.	\$344 & 55
H. K. Ice Co.	b.	\$160
Ropes	b.	\$344
Steel Foundries	b.	\$10
Trams, Low Level	sa.	\$720
Trams, Peak, old	b.	\$950
Trams, Peak, new	b.	\$85
Landries	b.	\$34
U. Waterboats	b.	\$1700
Watsons	b.	\$700
Wm. Powells	b.	\$690
Morning Posts	b.	\$29

CORRECTED TO MON TUESDAY

OCTOBER 10, 1916.

BENJAMIN & POTTS.

Share and General Brokers.

Princes Building.

Tel. address: Broker.

EXCHANGE.

SELLING.

T/T	2 1/2 1/4
Demand	2 1/2 5/16
30 d/s	2 1/2 3/16
60 d/s	2 1/2 1/4
4 m/s	2 1/2 9/16
T/T Shanghai	70 1/4
T/T Singapore	93 1/4
T/T Japan	102 1/4
T/T India	162 1/4
Demand, India	162 1/4
T/T San Francisco	52
co & New York	52
T/T Java	125 3/4
T/T Marks	Nom.
T/T France	304 1/4
Demand, Paris	305

BUYING.

4 m/s. L/C	2 1/2 1/16
4 m/s. D/P	2 1/2 3/16
6 m/s. L/C	2 1/2 5/16
30 d/s. Sydney & Melbourne	2 1/2 5/16
30 d/s. San Francisco & New York	53 1/4
4 m/s. Marks	Nom.
4 m/s. France	316 1/4
6 m/s. France	321 1/4
Demand, Germany	304 1/4
Demand, New York	52 1/4
T/T Bombay	162 3/4
T/T Calcutta	162 3/4
Demand, Calcutta	162 3/4
Demand, Manila	104 1/4
Demand, Singapore	93 1/4
On Haiphong	4% prem.
On Saigon	3 1/2% prem.
On Bangkok	70 3/4
Sovereign	9.05 Nom.
Gold Leaf, per oz.	\$24 1/2
Bar Silver, per oz.	\$32 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100:	
Chinese	20 cts. pieces 10 1/2%
Chinese	10 cts. pieces 10 1/2%
Hongkong 20 cts. pieces	12%
Hongkong 10 cts.	12%

BANKS.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

NOTICE.

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 1.00 A.M. Every 15 Min.

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